









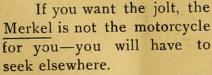
# BICYCIING FOUNDED XX O R L D and -1877. X O R L D and MOTORCYCLE REVIEW

Incorporating THE WHEEL, the AMERICAN CYCLIST and the MOTORCYCLE MAGAZINE.

Vol. LVI No. 1 New York, N. Y., Saturday, September 28, 1907

\$2.00 a Year 10 Cents a Copy

# JOLT OR JOY Which will it be?



With its Spring Fork and Spring Frame, the Merkel is a real jolt annihilator—in fact, is pronounced the only comfortable Motorcycle.

You may fool yourself into believing to the contrary; but the hard fact remains that you have not realized the supreme heights of motorcycle comfort until you have ridden a Merkel.



## MERKEL MOTOR COMPANY

1114 26th Avenue,

MILWAUKEE, WISCONSIN

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# Dealers Will Find that the Mention of the Name

# Hartford Tires

Will Go a Long Way Toward Closing the Sale of That Wheel

Some dealers realize this. They'll insist on equipping their wheels with Hartford Tires.

Because Hartford Tires are the most widely known bicycle tires on the market today—and because, therefore, there must be some degree of excellence in Hartford Tires or their popularity—their splendid success would not be as widespread as it is—and would not continue to climb from day to day and year to year.

Suppose you let us tell you more about Hartford Tires—will you write us?

## The Hartford Rubber Works Co., Hartford Connecticut

NEW YORK, 88 Chambers St. and 1769 Broadway; CHICAGO, 83 Michigan Ave.; BOSTON, 494 Atlantic Ave. and 1020 Boylston St.; CLEVELAND, 1831 Euclid Ave.; DETROIT, 256 Jefferson Ave.; DENVER, 1564 Broadway; PHILADELPHIA, 138 North 10th St.; BUFFALO, 725 Main Street; ATLANTA, CA. 55 Auburn Ave.; LOS ANGELES, 1505 South Main St.; SAN FRANCISCO, 423-433 Golden Gate Ave.

Agencies: Pittsburg Rubber Co., Pittsburg; Gugler Electric Mig. Co., Minneapolis; Geo. W. Perry & Co., St. Louis; Mercantile Lumber & Supply Co., Kausas City; R. P. Keenan Co., Portland (Ore.); Salt Lake Hardware Co., Salt Lake City; Compania Mexicana De Vehiculos, City of Mexica; Jerome P. Parker, Memoris, Tenn.

"Read the Book of Nature
While Autumn turns the leaves"

The most beautiful season of the year approaches.

To enjoy its splendors without annoying interruptions, the bicyclist should have his mount equipped with the luxury of

**Defender Special** 



New Oxford

Kokomo, Ind.

# Pierce Cycles

offer greater value for the money than any other bicycle manufactured. They are built to justify the guarantee made by the manufacturers, which in turn justifies the purchase of PIERCE BICYCLES, for the purchaser is sure of the best of treatment thereafter.



20-in.-22-in.-23-in.

WE offer the best selling proposition that has been offered to the trade in many years. The Arrow Cycle at \$25.00. Write for particulars.

This BICYCLE is the equivalent of any thirty or thirty-live dollar BICYCLE on the market. With the liberal policy of the Pierce Company behind this BICYCLE you cannot afford to be without it in your salesroom. You, undoubtedly, have handled a twenty-five dollar BICYCLE and know what it is to have a reliable firm back of it.

One feature of the Pierce Cycle Company is the quickness with which the repairs and replacements are made. We make every effort to be prompt in this particular.

The supply of 1907 on this model is very light; so be forehanded and place your orders at once.

## The Pierce Cycle Company, 6-22 Hanover Street, Buffalo, N.Y.

F. A. BAKER & CO., New York, representatives for New Jersey and New England. THE UNION SUPPLY CO., Toledo, O., representatives for Ohio, Michigan and Northern Ohio. TOM BOTTERILL, Denver, Colo., representative for Denver, Colo., and adjacent territory. ALEXANDER-ELYEA CO., Atlanta, Ga., representatives for the South. W. F. CULBERTSON, Mgr. Pierce Cycle Co., San Francisco, Cal., representative for the Pacific Coast.

# Racycle Prosperity

has not been due to any sudden demand for Bicycles, but to the ever increasing demand for strictly high-grade wheels in America. The Miami Cycle & Mfg. Co. has built up this demand for RACYCLES in the past 10 years, during the great depression in the bicycle business. It has not only gained the reputation of being the largest builders of strictly high-grade wheels in the United States, but has forged its way to the front and now stands second in the volume of business of all other Bicycle Manufacturers in America, proving conclusively that the increase in its business is due to the growing demand for a strictly high-grade wheel.



## THE WINNER

of the Great Atlantic City Industrial Handicap Road Race selected from all the wheels donated



## **PACEMAKER**

as his prize. He earned a prize and got the best one. RACYCLES are always appreciated by those who wish to ride a wheel that is

## EASY RUNNING, STRONG AND DURABLE

Remember, the best is always the cheapest, and to sell the RACYCLE takes much less energy and talk than it does to sell some cheaply constructed, inferior wheel that will not give satisfaction. Then, too, in selling a RACYCLE you make a satisfied customer and a satisfied customer is your best advertisement. It reflects on you more than on any one else if you sell anything cheap or unfit. You cannot afford to do it.

We want one live agent in every town in the U. S. in which we are not now represented, and we might decide to change some of our old agencies. Write at once for terms and prices for the season of 1908.

## The Miami Cycle & Mfg. Co., Middletown, Ohio

FRANK M. JONES, Pacific Coast Representative, SACRAMENTO, CALIF.

# The Product of Co-operative Labor



Careful and Experienced

Workmanship

Elegant Finish

**Best Material** 

Sold Everywhere

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ANGOLA, N. Y.

REPRESENTATIVES:

Ballou & Wright, Portland, Oregon, for Oregon and Washington. John T. Bill & Co., Los Angeles, Cal., for California.

Manufacturers' Supplies Co., Philadelphia, Pa., for Delaware, Maryland and South New Jersey.

## It is not Strange

that such ignition specialties as

## Pittsfield Coils



and



should have met with such a warm welcome from motorcyclists and motorcycle manufacturers. Our coils and plugs had "made good" in more strenuous and more extensive use on motor cars and motorcycle people were found ready for something

So Decidedly Superior

It will pay you to make their acquaintance

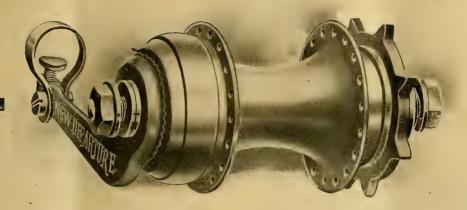
PARTICULARS AND PRICES ON REQUEST.

PITTSFIELD SPARK COIL COMPANY.

DALTON, MASS.

GENERAL DISTRIBUTORS—NEW YORK SPORTING GOODS CO., 17 Warren St., New York City. EXCELSIOR SUPPLY CO., Chicago, III. PETTINGELL-ANDREWS CO., 156 Pearl St., Boston, Mass.

## The Best, the World Over



## "Incomparable" New Departure Coaster Brake

Three good reasons why every dealer and repair man should handle New Departure Coaster Brakes

MILLION BICYCLE RIDERS acclaim the superiority of the New Departure for reliability of operation, durability of construction, simplicity of mechanism and beauty of design and finish.

YEARS' GUARANTEE. We absolutely stand back of every New Departure Coaster Brake sold with this liberal guarantee against defect. No quibbling, no delay. If the brake is not right, we make it right, without charge, any time during three years from date of purchase. Can you afford to ignore the product of a concern giving so long and liberal a guarantee?

BRAKES IN ONE. An exclusive feature of the New Departure. Three brake rings, three points of contact, insuring evenly distributed strain on hub and wheel, and three times the strength and efficiency of the brake.

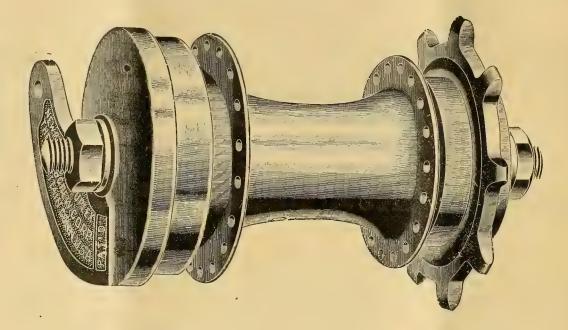
You are not in RIGHT FOR 1908 if you have not planned to handle NEW DEPARTURES

> WRITE FOR QUOTATIONS AND PARTICU-ADVERTISING **CAMPAIGN** YOURS FOR THE ASKING

## New Departure Mfg. Company King Street, Bristol, Conn.

# Single-Speed or Two-Speed

and with front hubs to match



## That's the Choice

we offer in

# Corbin Coaster Brakes

Nothing has added more to the pleasure and satisfaction of cycling and to the profit of the cycle business, and no rider, manufacturer, jobber or dealer who is looking to the future can ask for anything better.

Corbin Screw Corporation, New Britain, Conn.

Volume LVI

New York, U. S. A., Saturday, September 28, 1907

No. 1

## CANADA'S THREE-PLY TARIFF

Bearing on the Cycle Industry—Preferential

Duties on British Product and Intermediate for Favored Nations.

Although the fact is not generally known, the new Canadian tariff, which went into effect in May last, provides for the assessment of three rates of duty: First, the British preferential, the rates of which apply to goods the produce or manufacture of certain named British possessions, including the United Kingdom; second, the "Intermediate," applying to goods the produce or manufacture of any British or foreign country to which its benefits shall have been extended in a manner prescribed, when imported direct from such foreign country or from a British country; and third, the "General Tariff," applying to all goods not entitled to admission under either of the other classes.

The extent to which the cycle industry is affected is shown by the following items:

### Features of the New Racycles.

For 1908, the Miami Cycle & Mfg. Co. will make G & J tires with steel rims the standard equipment of the major portion of their Racycles. A new drop-forged head and cranks made of vanadium steel—the new steel over which a considerable furore has been created—are other features which it is known will characterize the 1908 models.

## Bryte Quits Coates & Campbell.

M. A. Bryte having retired from the firm of Bryte, Coates & Campbell, the San Francisco manufacturers' agents, the style has become Coates & Campbell. Mr. Bryte came to New York about a year since and established a branch office, but this will be discontinued as he will engage in an entirely different line of industry. Don A.

Campbell, one of the remaining members of the firm, now is in the East renewing his accounts for next year.

### Promotion for Warren and Aurandt.

George C. Warner and W. K. Aurandt have been appointed district managers of the Miami Cycle & Mfg. Co., the former for the Southern States, the latter for the Eastern part of the country. All the Miami travelers in their respective territories will be under their direction. Both Warner and Aurandt, who will continue to move about their fields, have been in the Racycle service for about nine years and their appointments, which carries with them increased remuneration, is in the nature of reward for good work, well performed.

### Peugeot Agency in Manhattan.

The Prospect Motor Co., American agents for the Peugeot-Simplex, have crossed the Brooklyn bridge and now are located in what very many consider the better half of New York City, that is, Manhattan borough. They have leased a glass-front establishment at Broadway and Sixty-third street and expect to cut a larger figure in motorcycle affairs.

### G & J Branch Established at Buffalo,

The G & J Tire Co. has established a full fledged branch house in Buffalo at 912 Main street; Frank Berrodin will be the manager. This branch, of course, supplants the agency at 9 West Huron street, which previously handled the G & J product.

### De Lisser Opens Two Ajax Branches.

The Ajax-Grieb Rubber Co, has opened Ajax tire branches in Chicago and Denver. Both establishments were inaugurated by President De Lisser during the course of his journey to the Pacific coast.

### Where British Motorcycles Go.

The Cape of Good Hope and Natal absorb most of the exports of British motorcycles. Australia is a close second, British India next, and New Zealand, fourth.

## RETIRING UNDER THE RED FLAG

"Outlet" Concern Lets Itself Out by Auction Sale—Name Plates and Defunct
Eagles in Job Lots.

Like Cortlandt street, Murray street in New York has been made safer for the unsuspecting and for the same reason. Morris & Grinberg, otherwise known to a loving clientele as the Manhattan Storage Co., have closed their Murray street establishment, too, and downtown New York knows them no more.

While the Cortlandt street store of Morris & Grinberg to some extent imitated the Arab in folding its tent and stealing away, the Murray street store of the precious pair concluded its strange career with the red flag flying and the stentorian voice of the auctioneer executing its swan song. This was the store, at the corner of Murray and Church streets, which for a brief time set up to save the "ruined" bicycle manufacturers, and which sported a large cloth sign bearing the impressive name of "Manufacturers Outlet Co.", until the Bicycling World's exposure and its showing of what the proprietors might incur under the law, the latter being a bit of valuable legal advice for which the "Outlet" concern was never asked to pay. When the sign came down it seemed to take a good deal of the spirit out of the enterprise and the business of getting hold of buyers has since languished to an extent that made the introduction of the auctioneer and a closing out sale seem desirable, despite the fact that earlier retail purchasers have a "two-yearguarantee" which may be affected.

The trade in and about New York were all apprised by mail of the "extraordinarily large sale" and dealers were particularly invited. The soiree took place on Thursday, the 26th inst., commencing at about 11 o'clock in the morning and consuming the whole day. Prominent among the tempt-

ing baits which had been held out were a number of defunct Eagle bicycles, the manufacture of which had been given up several years ago, but which the "Outlet" had stocked heavily in order to "save" the cycle industry from the financial crisis, and 75 of which were "worked off" on the New York Police Department at about \$30 each. Consequently the representation of clean, upto-date dealers at the sale was very small. Appropriately enough, the bona fide junk men, such as buy second hand stoves and old iron, were present in force to revel in the offerings.

The same style glad red tags which had in the past been wont to flutter temptingly with marvelous prices adorned the various "lots" that had been arranged for the auction, bearing the "lot" number for easy identification after the sale. Simple as thissystem seemed to be, however, as a protection for the purchaser, there were rude bidders who boldly demanded that what they had bought be immediately delivered to them; one such explaining with some heat that he had been to "sales like dis before." This same cautious buyer had his views confirmed a little bit later when in relaxing his -usual vigilance and not demanding the immediate delivery of a "lot" that he had bought, he found that the sellers would not give them up later at the price he bid; they claimed that all bids on the goods had been declared off, but generously stated that he could have them at a greatly advanced price.

Proceedings started by a pilgrimage to the cellar, "Lot No. 1" being a pile of old front and rear wheels, which the successful bidder got for 65 cents. The next few lots, which consisted of old stoves and zincs, brought extragavant prices because of the presence in the bidding crowd of so large a proportion of men experienced in disposing of such articles to the best advantage.

"Box of 25 dozen assorted name plates" was next announced. Manifestly it was truly a thorough closing out sale, otherwise these nameplates, the very vitals of the Morris & Grinberg method of merchandizing, would never have been put up.

"Well, well, well, what's bid on that big box of assorted name plates? Why gentlemen, those name plates cost \$1.10 a dozen wholesale," continued the auctioneer. "You could sell them for scrap brass if nothing else."

The successful bidder got a box of nameplates that would outfit three ordinary faking concerns, but only a little while later in the sale another great box of name plates, also "assorted," was taken from under the repair shop bench and put up for sale. The quantity and variety of the stock of name plates gave evidence that the store anticipated a much larger business than had come to it, and had been prepared to give a customer any kind of a bicycle he might want, so far as name plates could influence him.

Among the early lots was a Wolff-American "side by side companion bicycle," such

as used to create something of a stir when first brought out on the streets. Although the machine was apparently in good order it brought only a dollar. A pile of more or less complete but sadly dilapidated bicycles, including several "hickory frames," brought two dollars apiece.

Along the length of the cellar were piles or "lots" of tires. The first lot, which contained a number of new tires, brought 61 cents apiece, but subsequent lots brought between 20 and 30. The last pile was sold under a plan that was most advantageous to somebody—not necessarily the customer. A large pile of tires, packed like a barrel of apples with the good ones on top, lay before the bidders.

"Now, here's a pile of good tires," said the auctioneer, "and the boys haven't had time to count 'em. You get what you see there at whatever is the highest bid apiece. Now what will you bid apiece, gentlemen, taking the whole lot, whatever number it may prove to be? We'll want a big deposit from whoever gets these tires, so if you haven't got the money in your clothes to put up, why don't bid."

Some suspecting souls professed to see in this a game of loading the high bidder up with 500 or 1,000 junk tires if the price he bid would give a profit on them, the number that he would find in the pile bearing a direct ratio to the profit his bidding price would yield. The "successful" bidder did put up a substantial deposit for the privilege of finding out which way it would work

In selling a pile of counters, tables and lumber, the auctioneer came upon a large white and gold sign bearing the name "Manhattan Storage Co.," which had been part of that concern's decorations at an automobile show exhibit. This was about to go with the rest when the esteemed Grinberg interposed. He did not mind selling the lumber—in fact, he had sold lumber before, but with more serious consequences —but he did want to keep the "Manhattan Storage Co." sign, a bit of affecting sentiment which did him proud.

When the crowd moved upstairs, the auctioneer commenced on the stock of sundries, and wrenches, grips, bells, trouser guards, and toe clips went rapidly, some at very low prices and others carried by rival bidding to more than the low trade prices.

The loud voice of the auctioneer through the open doors brought in a number of people from the sidewalk, so that by the time the bicycles were put up the crowd was pretty big. A couple of Crescent ladies' chainless machines brought \$17.50 apiece, and a Monarch chainless brought \$19.00. Then came the first of the antiquated Eagles, such as were supplied to the New York bicycle cops as being "as good as Columbias." The machine was complete with tires, saddle and a fancy forward extension bar, and out of a crowd of dealers and retail buyers the auctioneer, after using all his arts and devices to wheedle more and better bids from his hearers.

succeeded in running the bidding up to \$12, about \$18 less than the police paid for them, a fact that should considerably interest Comptroller Metz, not to say Inspector Titus, who appears to be Morris & Grinberg's great and good friend in the Police Department. A Wolff-American, whose makers have likewise been out of business for many years, brought \$15, and a Monarch chainless \$20. Ten Eagles in a bunch, all complete, brought \$11.75 each, and a diminutive girl's wheel called the "American Flyer" brought \$10. A Tribune triplet was passed for want of bids, but a number of juveniles sold rapidly and well.

If the results of the auction figure up satisfactorily, it is not impossible that the store will be completely sold out again, replenished with a stock of Eagles and similar relics.

### Smoke as Symptoms.

In adjusting the carburetter these symptoms may be noted: Black smoke together with red flame, showing that the mixture is too rich; yellow flame, which shows that it is too weak; blue flame, together with clean exhaust and a well emphasized note from the muffler waste pipe, indicating the correct setting. Similarly, back-firing in the engine manifold, may be taken to show too weak a mixture, and muffler-firing; one which is too rich. A pronounced snuffling at the air intake, or a sharp whistle, is apt to show a restricted air opening, even though the usual indications may not point to any real difficulty with the carburation. Flooding while the motor is turning, may be due either to a leaky float valve, a sodden float, too high a level in the float pot, or a fuel adjustment thrown too far open, so that more fuel is raised than can be va-

### Priming the Cylinder to Start.

For the benefit of the novice whose "first winter" is rapidly approaching, it may be well to suggest that as cold weather comes on, and the motor begins to manifest undue reluctance in starting, a very good plan is to prime the cylinder by injecting a few drops of gasolene or kerosene into it through the pet cock or spark plug opening, before attempting to get an explosion. To this end, it is well to be provided with a pocket oiler which may carry either of these useful fluids, or even may be carried empty, its supply being obtained from fuel tank or lamp font.

### Greasing Flexible Wire Connections:

When flexible wire connections are employed between the grips and the valve lifter or breaker, it is essential that the wire be well greased before being inserted in the tubing. Otherwise the constant friction generated by its working will tend to fray it, and interfere with its action. Under such circumstances, a very puzzling loss of power may be developed owing to the lateness in closing the lifter.

## ROYAL SPRINGS A SURPRISE

Puts Forward a Belt Driven Model Which Was to Have Been Held in Reserve

-Its Features.

What was to have been kept in reserve as a surprise for next Spring, a belt driven Royal motor bicycle, this week made its appearance from the Royal Motor Works, Worcester, Mass., the first model being delivered to the Royal agents in New York, Sports, Ltd., 2049 Broadway.

From the outset it was the Worcester concern's intention to place themselves and their agents in position to save argument

leading from the crank hanger to the seat post cluster, are curved to conform to the outline of the motor, and form a cage to retain it, being of themselves a remarkably neat example of tube bending. Two steel bars cross the cage from right to left just above the motor, and are brazed in place, a strip of spring steel being bolted to them, and running fore and aft of the machine, 1-64 inch above the cylinder head. A heavy bolt passing through this, auchors the motor in place, the mounting, while serving to prevent beyond any question, the possibility of end or sidewise movement between the motor and frame, thus supplying a certain amount of "mechanical life" between the two in a vertical sense, as the makers explain, which contributes toward easy



THE MODEL B ROYAL

and meet all demands by marketing both a belt and a chain propelled model, but the latter was due to first make its appearance. Exasperating delays and other vexations served to defeat this purpose and rather than keep their patrons waiting longer, the belt machine has been placed on the market several months earlier than was the original plan. The new machine-Model B-has been tried out by such veterans as Lincoln Holland and E. H. Corson, and they are warm in their praise of it.

The machine on exhibition at Sports, Ltd., is of the same general and eye pleasing design that marked the original machine when it was staged by its designer, Emil Hafelfinger, at the New York Cycle Show in January, 1901, when, it is no exaggeration to say, that it created a furore. At that time all other motorcycles appeared as "ice wagons" when compared with it. The new machine, of course, is far more powerful, has a much longer wheel base, and all other improvements which experience has proven to be desirable. It scarce can fail to attract attention and to cut a figure in the industry.

The frame, which is made entirely of seamless steel tubing, with 14-inch main tubes and 34-inch stays, is the most distinctive feature of the machine. Four tubes, riding. The four members of the cage pass along side the motor to the crank hanger, where they enter suitable pockets, and are brazed in place. Four lugs, made integral with the hanger, fit into recesses in the motor base, which is thus secured by means of heavy through bolts. The frame is thus entirely independent of the motor, and is claimed to be unusually strong.

Another feature which is held to be of particular excellence, is the carburetter, which is calculated to supply a dry and uniform mixture at all times, and regardless of the throttle position. The vertical jet, or spraying post, is surrounded by a tube through which the principal current of air is led, where it picks up the fuel in accordance with the rate at which the motor is turning. As the speed increases, and the velocity of the air becomes sufficiently great to produce a normally rich mixture, two auxiliary air ports in the shutter are opened, thus diluting the gas to the required proportions.

The Splitdorf coil is used, the type chosen being 21/2 by 10 inches in external dimensions. Three standard battery cells are employed and closely fit the battery case, which is 234-inch seamless brass tubing, heavily plated. The double grip control mechanism is made up entirely of steel parts machined from solid stock, the right grip regulating the valve lifter and spark advance, and the left, the throttle. are actuated by rotating them to the left.

The straight cushion forks used, are of entirely novel design, and work in double hinges at the bottom, the weight being carried by springs in the head. No side play. is possible, and the movement of the wheel in absorbing vibration "is in the right dis rection," The wheels are built on hubsfrom the Eclipse Machine Co., the driver being equipped with the Morrow coaster brake, and having forty spokes, while the front one carries thirty-six spokes. The tires are the G & J 21/2-inch "double clinch" type. The belt employed on the Model B; Royal, here illustrated, is of V type, shaped with 28-degree angles, 7/8-inch wide outside, and fitted with internal contact block's.

### Utility of Malleable Iron.

The value of malleable iron as a material of construction lies in certain special properties which are in a sense intermediate between those of ordinary gray cast iron on the one hand and mild steel on the other, says an exchange. Its most valuable propa erties are the readiness with which it may be machined, a fairly high strength under tensile strain, a considerable degree of ductility, and a consequent ability to withstand impact strains under working conditions. It may be readily bent, and castings may therefore, be adapted without difficulty to the positions in which they are to be used. In these respects malleable iron is undoubtedly inferior to mild steel, and steel castings are, therefore, in demand for uses in which the conditions are more severe, as for example, in the case of car couplings. But the difficulties attendant upon making them, and the consequent higher cost of their production limits their application to situations where higher strength is of the utmost importance. Ordinary gray cast iron on the other hand, while it is cheaper than malleable iron, and while it is admirably adapted for use under compression, is incapable of withstanding severe shock, will not bend, and is unsuited to working under tensile strain.

Malleable iron, or to speak more plainly, iron which is capable of extension or of being shaped under the hammer, is simply iron in a purer form than simple cast iron. which, on account of the presence of carbon, is brittle. Malleable iron castings are first cast from pig iron and afterwards partially decarbonized by heating for several days in the presence of some substance, such as hematite, a species of iron ore.

### To Clear the Vaporizing Nozzle.

When blowing in the tank will not suffice, a choked vaporizing nozzle can be relieved by depressing the priming pin so as to cause flooding, and speeding the motor at the same time. Under these conditions, the increased "head" of fuel, coupled with the high degree of suction produced, may become sufficient to flush out the obstruction, leaving the passage perfectly free.

## "'Twas Ever Thus"—



At the big meet at Los Angeles, Cal., on "Admission Day," September 9th,

# R-S Motorcycles

## Captured the Most Important Events

and they were stock machines, too.

Don't overlook that fact.

The R-S won the Australian pursuit race—the hardest race of the day—and the five miles free-for-all, beating "specials" that had been sent across the continent to "make a killing."

Your money will buy machines of exactly the same sort. We play no favorites and build no "specials." When an R-S does anything, you may be sure that it's a stock machine; and it is the performance of stock machines that represents the true quality of the "breed."

## READING STANDARD COMPANY, Reading, Pa.

AJAX ROADSTER

and

AJAX THORN PROOF

AJAX SPECIAL



the AJAX TOUGH TREAD- a tire so good that no one ever sold or rode a better.

The addr.ss of the Ajax-Grieb Rubber Co. is 57th St. and Broadway, New York City. The factories are at Trenton, N. J. Send your name on your business stationery for a copy of the new booklet about Ajax bicycle tires.



Published Every Saturday by

### THE BICYCLING WORLD COMPANY

154 Nassau Street,

## NEW YORK, N. Y.

Joseph Goodman, President R. G. Betts, Treasurer F. W. Roche, Secretary

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Invariably in Advance.

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A Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

ATMembers of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 28, 1907.

### The Season for Cycling.

As Mark Twain pointed out some years ago, almost any kind of weather is better than no weather at all, a view with which nearly all rational thinkers will be found in complete agreement. But many cyclists have distinct preferences as to the kinds of weather they like best. To some the spring seems to offer the ideal conditions of bicycle weather. There are yet others who, while conceding the beauties of spring and the glories of summer, claim for the autumn that perfection which would entitle it to supremacy and homage over all the other seasons.

Certainly the advocates of autumn have much to support their enthusiasm. There is a haze on the hills and a tingle in the air that stirs the blood and exhilerates the senses. In the fall the roads are generally at their best, and the temperature is such as to make pedal pushing thoroughly comfortable. The night touches of frost have painted the leaves of the trees with the gayest colors and there are traces of tonic perfume in the breezes that only autumn yields. Gliding along on a bicycle among the beautiful settings of an autumn day

gives a thrill of the pure joy of living such as few other pastimes can induce.

It is the season when the brush of Nature transforms even commonplace scenery into a glowing picture. It is in the hills and mountains that the most gorgeous paintings are framed, but it is fair to say that at this time even the most popular cycling routes were never so beautiful. The cyclist who has not traveled his favorite course during the Fall months has yet to discover its real charms.

### Again the Open Muffler.

The fact that Pasadena, Cal., has been impelled to legislate against the open muffler, calls attention anew to not only the widespread prevalence of the nuisance, but to the comparative futility of the peaceful crusade which the F. A. M. has waged against it. It appears as if nothing short of arrest and fine will prove effective, a state of affairs much to be regretted, but which if it must come, cannot come too soon. For the damage which is being done to the cycling interests by the noise-makers is insidious and far reaching.

It requires but the most casual inquiry to discover that the first and chief objection of the average man or woman to motorcycles is that "they are such noisy little things," an impression directly caused by the open muffler. How widespread is this notion is well illustrated by two little instances occurring within a week at points far removed from each other. Thus the theatrical critic of an important New York daily in referring to the use of a motor bicycle in a particular play finds it necessary to refer to it as "the noisy little thing" while the oracle of a Kansas newspaper remarks that "they are not popular because they make so much noise and the exhaust of the small engine jars the rider."

These instances are comparative trifles, but they clearly show the trend of public opinion, which as it attains weight surely will fall heavily on all concerned with motorcycles. Another incident disclosing the same trend, but striking more directly home is contained in a call from Maryland for F. A. M. help. Although that State exacts \$3 from resident and non-resident automobilists, the F. A. M. was successful in having motorcyclists relieved from all fees and tags. They enjoy all the rights and privileges of other cycles, or rather they did so until the open muffler brigade became too irritatingly offensive. One of the privileges was freedom from toll collection on most of the turnpikes, which, of course, are operated by companies under charter from the State. Within recent weeks, however, a number of the turnpike companies near Baltimore have rescinded the privilege and perforce the motorcyclists, innocent and guilty alike, must now "pay, pay, pay." The reasons given in the written instructions to the toll gate keepers referred to motorcycles as "these noisy nuisances." This incident might serve as food for reflection for that peculiar class of noise makers that keeps its mufflers closed in the city, but sees no harm in throwing them wide open in the country or the town.

The Chicago motorcycle tourist, who in another column, pays tribute to the beauty of the Hudson Valley and yet remarks that "pedal assistance" was required on many of the hills, may serve as an example and take it for granted that his mount was or is badly in need of attention. If not all of them are smooth and a few of them are stiffish, there is not a hill on the route that cannot readily be surmounted by any selfrespecting or even half well ordered motorcycle. The fact that the tourist kept careful count of his riding hours-65 hours for 1,114 miles-suggests why his companion would not repeat the journey for a pot of gold. The man who keeps count of "riding hours" or who thus averages better than 17 miles per hour—which means 25 or 30 miles where roads are good—is not touring; he is engaged in a personally conducted endurance contest.

Mr. Walter's plea for more pleasure clubs, which is printed in another column, is well put, but it suggests that unless those who hold and express such beliefs "get busy" and organize such clubs, nothing will result. Always it requires some one to make the first move and it is usually the case for every man to wait for the "other fellow" to make it. Numbers are of minor importance in such clubs. A live club of 20 members is better than a half-dead one with a roll ten times as long.

F. A. Baker's marvelous performance of 164 miles with one gallon of gasolene costing but 25 cents, calls attention anew to the fact that there is but one form of transportation more economical than the motorcycle, i. e., the bicycle minus the motor. Not even in the matter of economy has it received half the credit it deserves. There is absolutely nothing in its class.

### CORRESPONDENCE

### About Chicago to New York Touring.

Editor of the Bicycling World:

The actual cost of a tour from Chicago to New York is of more general interest than may at first appear, because the expense of upkeep involved in a long journey of this sort, naturally is greater than that involved in riding even as many consecutive miles over well known thoroughfares and with the more favorable conditions usually met under such circumstances. On this account the result of this trip recently undertaken by John Brooks and myself may prove of interest. We were seventeen days on the road, covering the 1,114 miles, our riding time being 65 hours. Brooks rode a '03 Rambler, and I a '06 Indian. My expenses for the entire journey work out as follows: Storage, \$1.65; gasolene, \$3.33; oil, \$0.85; repairs, \$6.95; chain, \$1.00; batteries, \$0.75; meals, \$10.00; lodging, \$6.10; incidentals, \$5.00; making a total cost of \$35.63.

The first day's run brought us to South Bend, Ind., over roads most of which were in excellent shape and gave us a good chance to "let 'er go," now and then. Rain laid us up for half of the second day, and the fourth, going into Toledo, we encountered some frightful roads. For about sixteen miles the macadam was rutted to fully a foot's depth, and with scarcely room enough between the troughs to ride on. The going was almost impossible, and in fact, the only comfortable way of getting over the stretch would have been by air ship.

The end of the fifth day brought us to Cleveland, whence, after a day or so of loitering about we set off across a fine series of Pennsylvania highways to Buffalo. Until we had passed Rochester, we had little or no trouble in finding the way. Between that berg and Syracuse, however, where the road runs around the hills, and up and down them, too, making a hundred miles for the railroad's eighty, we had some difficulty. The Rochester Automobile Club has erected plenty of signs between the two towns, but most of them have been so defaced by malicious persons that they are almost impossible to decipher, and leave the traveling stranger in a sad plight in-

Occasionally we followed the tow path of the Erie canal—a source of wonder and delight to us who never had seen anything like it before. So we came to Utica, and turned south to Bridgewater, where we caught the old Albany pike, and a right good road, too, until you come within eight miles of Albany, where you strike an old plank road that has not been fixed for forty years. Quite the best part of the trip was the last stretch down along the Hudson, and our stops were frequent, as we took plenty of time to admire the scenery. For

all that, the road is dangerously narrow in places, and once I came near to colliding with a mule team just as I rounded a corner. The hills along here require considerable "pedal assistance." Roads grew broader and better as we got on, however, and so we came to our journey's end on the afternoon of the seventeenth day.

CHAS. ANDERSON, Chicago, Ill.

### Club Runs for Pleasure.

Editor of the Bicycling World:

Although this subject has been brought up innumerable times, I don't think it can be laid before the cycling public frequently enough or with too much stress to stimulate the riders, or at least a few of them to really "get busy" in effective fashion.

It is all well enough for those who enjoy going on the so-called club runs Saturday afternoons and Sundays, to scorch to some frequented place, usually the same as the destination of the previous run-as it is likely to remain the destination of runs to come-have something to eat, either participate in, or watch a series of road races, and then race home again, arriving "all in." But it is the greatest wonder in the world, as stated in the Bicycling World of September 7th, that they do not grow tired of the same old route and the same old stopping places, visited week after week and month after month. Yet I firmly believe there are still some riders who are of another sort-who enjoy starting off in the morning, carrying their lunches, riding when they like, stopping when they like, and not being afraid of failing to make a certain roadhouse in season for dinner, but carrying their cameras, and enjoying to the core a pleasant country run.

It seems a pity, when, on looking over the fixtures in the Bicycling World, instead of dates of pleasure runs, nothing can be found but a schedule of road races. I don't mean to say these are not pleasurable in their way, but in them is found nothing else than racing, and not one speck of encouragement for the simple-minded tourist. Although there are many who enjoy seeing a good road race, not all of them are of the opinion that racing is enjoyable as a steady diet. Consequently far less cyclists accompany the so-called run, than would be the case were a little more variety injected into the program. I am sure that if the cycling clubs, or at least a few of them would but try the experiment of taking their runs at a rate which would be enjoyable to the slow riders, letting the fast ones show their prowess at the races, it would suit every one, and serve to increase the membership rolls to a surprising extent.

It can't be done here, you say? Has St. Louis, for instance, any particular advantage over New York City? George Lang, Jr., whom some of us recognize as one of the former associate editors of the Bicy cling World, has done much more than re-arranging runs. He has developed them. If a club could be organized which would

## COMING EVENTS

September 29, Valley Stream, N. Y.—Century Road Club Association's 100-mile road record run; open.

September 29, Milwaukee Wis.—Milwaukee Cycle Racing Club's postponed 12-mile handicap road race; open.

October 5, Philadelphia, Pa.—Philadelphia Motorcycle Club's meet at Point Breeze track.

October 6, Valley Stream, N. Y.—Eastern Division C. R. C. A.'s 10-mile handicap road race; open.

October 13, Valley Stream, N. Y.—West Harlem Wheelmen's 20-mile handicap road race; open.

October 13, Philadelphia, Pa.—Associated Cycling Club's 30-mile handicap road race; open,

October 13,, St. Louis, Mo.—St. Louis Cycling Club's 15-miles Bellefontaine Handicap; open.

October 20, Valley Stream, N. Y.—Eastern Division C. R. C. A.'s 10-mile championship and 5-mile handicap; association members.

October 27, Bedford Rest, Brooklyn, N. Y.—Eastern Division, C. R. C. A.'s annual 100-miles record run; open.

November 11-16, Boston, Mass.—6-days professional bicycle race.

entertain only such plans as Lang has carried out in the St. Louis Cycling Club, I firmly believe that it would attain a membership far greater than even those most interested have any idea.

I certainly hope to see something done that will revive club runs of the less hurried sort and increase the opportunities for pleasure cyclists to obtain their recreation together.

M. L. WALTERS, New York City.

### Woman Making Boston-Chicago Trip.

According to an item from Elkhart, Ind., an English woman cyclist, who gave her name as Mrs. Romewood, of Caline, is making the trip from Boston to Chicago on her bicycle. That she is an enthusiast is evidenced by the fact that before undertaking the Boston-Chicago trip she made an extensive bicycle tour of the New England States. To an Elkhart reporter who interviewed her she seemed to be "slightly over 50 years old" and decidedly English in her manner, but as to cycling she was very keen. After a night's rest in Elkhart she resumed her trip towards Chicago.

### Pasadena Prohibits Open Mufflers.

Pasadena, Cal., is the latest town to legislate against the open muffler nuisance. It has passed an ordinance requiring motorcycles to carry lamps and to be "at all times effectively muffled to prevent noise."

### HASTINGS HOME FROM ABROAD

American, Motorcyclist Who Competed in England Relates His Impressions— Ambitious to Try Again.

Theodore K. Hastings, of New York, the first American motorcyclist on an American machine to compete in a foreign contest, returned home last week. The six days of fast work on British roads, which entailed nearly nine hundred miles of travel, apparently agreed with him; he had put on fat.

Of his experiences abroad, Hastings said he retained only pleasant memories. The roads were fine—he did not see a patch of sand after leaving America—and the motorcyclists with whom he was thrown in contact were as fine a lot as were the roads. Many portions of the scenery included in the route of the six days' trial were of the high and lofty variety; and, though he admitted that Birdlip hill is a mound to be remembered, he was at a loss to understand why his two-cylinder Indian had stalled on it during the contest. He got going again but the stoppage was the one bad mark charged against him.

While the roads are good, Hastings seems to be full of respect for the "grease" in Derbyshire. He said it was the slipperiest stuff that he ever had encountered and solemnly affirmed that one of the contestants who had been dismounted in the "grease" was compelled to walk three miles before he could find sufficient traction to get going again.

Although it was ticklish going, Hastings found comparatively little trouble in negotiating the slippery road. His G & J tires, which were fitted with the Bailey tread, proved equal to the emergency for which they were designed. Most of the other competitors, he said, used only smooth tires, or tires with plain corrugations, and even the latter failed to prove efficient non-skids.

While on the subject of tires, Hastings remarked that while abroad he had made use of butt ended inner tubes and considered them the "real things." They are so easy to remove and to replace that he is inclined to think that American manufacturers must ultimately make use of them.

Despite the fact that most of the men whom he met were too courteous to say so in his presence, it was easily apparent that the perjudice and poison regarding American bicycles, which so long has existed in the British mind, extends to motorcycles also. While bicycles were as thick as bees, Hastings was rather surprised at the comparative fewness of motorcycles, although August, as he remarked, was a bad month in which to find them, as at that time very many Londoners are away from home.

Two-speed gears he found are obtaining popularity, while magnetos are almost in universal use.

As the law requires that all motorcycles used in Great Britain be equipped with two brakes, to comply with the act, Hastings had his Indian fitted with a front rim brake, but despite the many stiff hills encountered, he declares that he found absolutely no occasion for its use; his Corbin coaster brake proved equal to all demands, rather to the surprise of the Britons, who use merely free wheel or coaster hubs.

His visit infused him with so much enthusiasm that Hastings is considering a return to London next summer to participate in the British "end-to-end run," which is equivalent to the cross-continent journey on this side, although it is only about one-quarter the distance. He even hopes to



THEODORE K. HASTINGS

arouse sufficient interest to induce the participation of an American team.

Hastings said that the six days trials of the Autocycle Club, in which he engaged, do not differ materially from the F. A. M. endurance contests, save that the excellence of the British roads invited fast work—and there was lots of it, he added.

"About the last thing they asked me," he said, "was whether I desired money or a medal for my prize," which, of course, sounded rather strange to American ears. Needless to say, he selected a medal (he won a medal for the best appearance and a first class certificate for performance), as he still values his amateur standing.

In Great Britain, competitors, as indicated by the question put to Hastings, are given their choice of cash or trophies, there deing no distinction between the amateur and the professional. Although the amateur rule exists in practically every other sport in which speed is a factor, the Britishers defend their position on the ground that motorcycling is not an athletic sport

## WHEN NEW YORK AND "PHILLY" MET

It Proved a Day to be Remembered For the Parting Brought Dismay and More of It to All.

All those who took part in the annual handshake of the New York Motorcycle Club and the Philadelphia Motorcycle Club, which occurred on Sunday last, 22d inst., will have occasion to remember it.

According to custom, the figurative handshake took place in Hightstown, N. J., midway between New York and Philadelphia. Hightstown is not a very big place and never in its history had it seen so many motorcyclists. There were more than sixty of them. Not counting those "lost" en route, Philadelphia turned up 35 strong. while New York's representation numbered 27. Because New Jersey is supposed to be a dry state on Sunday, the Philadelphians were accompanied by an "emergency corps" consisting chiefly of Frank Shaw and his big Locomobile. The emergency supplies were contained in bottles packed in ice in a commodious tin receptacle.

It was a beautiful day at the time of meeting. The sky was one vast blue canopy hung with a massive silver orb. Spicits. bottled and unbottled, ran high. The Philadelphia club was first to sweep into Hightstown. The New Yorkers had left the metropolis in two squads. Outside of Hightstown, the leading party waited for the laggards that all might enter together. They waited so long that Dr. F. A. Roy finally played the part of scout. The scent led directly to the hotel dining room. He found that the Philadelphians, tiring of waiting, had captured it. It was well that they did so. It would not have accommodated the combined crowd.

After the clubs had eaten and smoked and sampled Shaw "emergencies," they headed for their respective homes. It was not long after that silver orb took flight and the blue canopy turned black. A half hour later and New Jersey ceased to be a dry State. The rain fell in torrents and kept at it for hours. But it fell alike on New Yorkers and on Philadelphians. It was fairly open country and shelter was scarce. Frank Shaw is the only Philadelphian who is said to have smiled between drops, and Roland Douglas, of the New Yorks, might have done so had he not recalled Sir Walter Raleigh. He alone had brought a rubber coat, and like Sir Walter of long ago, he gave it up to one of the two ladies who were of the party-Mrs. H. J. Wehman and Mrs. A. G. Chapple, who shared their husbands' tri-

It was a dripping and bedraggled lot that reached the two big cities long after dark that night. And not all of them reached their homes on motorcycles, some of which are still awaiting for their owner's call in strange garages or farm houses.



# Our 1908 Line of YALE AND SNELL BICYCLES

Overshadows all previous products of this establishment—the largest in the United States



In spite of the universal advance in the prices of material, we have succeeded in making the 1908 models of these famous wheels better than any that have preceded them. Our two-piece hanger has silenced all objectors, and has proved itself the superior of anything on the market today. New dies and new appliances give the new models a perfection of finish that is unequaled by any other wheel, wherever made.

Special attention will be given to quick deliveries; we have a reputation to maintain in that respect, you know. A card will bring our catalog.

# THE 190

## THE BEST

A boastful claim? proved itself to be, the 19

It has one-quarter in ably the fairest and most

It has the battery be handsomer and more co

It has a new design c It has a grip control

It has improved holl material, thus permitting

It weighs fully equi Color optional, Black or

We shall begin 1908

## Wide-Awake Jobber

know that we make the very best jo bing bicycle in America.

This is not a matter of person opinion. We are prepared to show yo

Correspondence with legitimate jo bers is respectfully solicited.

## Our Repair Hange

will add immensely to the efficiency of your shop. has two lengths of axle and three sizes of cone. It a justs instantly to fit 75% of the bicycles on the mark

It is handsomely made, with drop forged, high polished cranks, and fills a long-felt want.

## THE CONSOLIDATED MANUFACTURIN

## YALE-CALIFORNIA

## TORCYCLE OF 1907 IMPROVED!

a bit of it, when you realize that good as the 1907 YALE-CALIFORNIA nodel is still better.

nore stroke, giving 2¼ H. P. under an electrical resistance test; unquestionusive test possible.

derneath the rear fork, with a more efficient yet smaller coil, thus making a t model.

n fork, with larger sides, and fitted with springs of ample size to ensure resillience.

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ims, of the design we made so popular in 1907, but they are of still better derable reduction in weight.

l, only 120 pounds. ¶It has special saddle equipment. Blue. ¶Heavy type tire, \$5.00 additional.

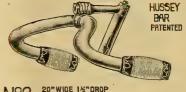
veries January 1st. Don't take too long to think it over.

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offer the highest grade of equipment possible. In fact they are today the hall mark of the bicycle of quality.



Nº2. 20" WIDE 15" DROP 3" FORWARD BEND

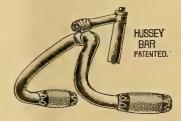
There's no possible argument over that statement, for their steady gain in popularity proves all our claims for them. They give forty-five different

positions without removing the handle bar stem from

the fork, affording a choice of position which gives ease and comfort for any style of riding. Racing men and pleasure riders unite in praise of Hussey Handle Bars.

They come in six shapes, and are unexcelled in quality of material or finish.

Every dealer should specify Hussey Handle Bars on his bicycles, regardless of make.

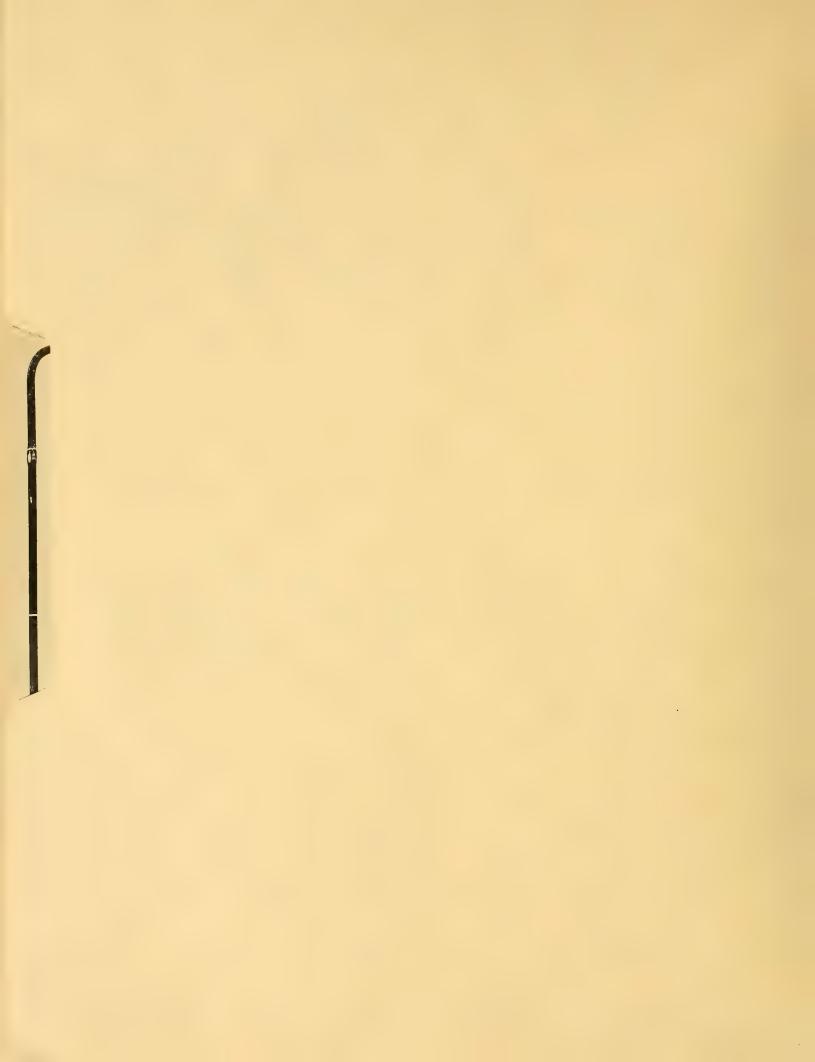


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# THE 1908 YALE-CALIFORNIA

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A boastful claim? Not a bit of it, when you realize that good as the 1907 YALE-CALIFORNIA proved itself to be, the 198 model is still better.

It has one-quarter inch more stroke, giving 24 H. P. under an electrical resistance test; unquestionably the fairest and most anclusive test possible.

It has the battery box underneath the rear fork, with a more efficient yet smaller coil, thus making a handsomer and more compact model.

It has a new design cultion fork, with larger sides, and fitted with springs of ample size to ensure resillience.

It has a grip control long the well tested lines of the 1907 model, but is neater and more refined.

It has improved hollow rims, of the design we made so popular in 1907, but they are of still better material, thus permitting considerable reduction in weight.

It weighs fully equipped, only 120 pounds. It has special saddle equipment. Color optional, Black or Vale Blue. ¶ Heavy type tire, \$5.00 additional.

We shall begin 1908 eliveries January 1st. Don't take too long to think it over.

HUSSEY BAR PATENTED.



# Our 1908 Line of YALE AND SNELL BICYCLES

Overshadows all previous products of this establishment—the largest in the United States



In spite of the universal advance in the prices of material, we have succeeded in making the 1908 models of these famous wheels better than any that have preceeded them. Our two-piece hanger has silenced all objectors, and has proved itself the superior of anything on the market today. New dies and new appliances give the new models a perfection of finish that is unequaled by any other wheel, wherever made.

Special attention will be given to quick deliveries; we have a reputation to maintain in that respect, you know. A card will bring our catalog.

## Wide-Awake Jobbers

know that we make the very best job bing bicycle in America.

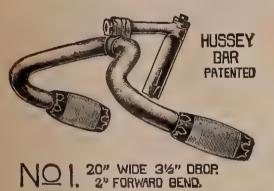
This is not a matter of persona opinion. We are prepared to show you

Correspondence with legitimate job bers is respectfully solicited.

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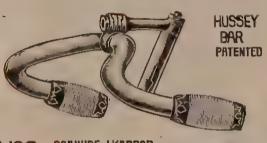
will add immensely to the efficiency of your shop. has two lengths of axle and three sizes of cone. It a justs instantly to fit 75% of the bicycles on the marke

It is handsomely made, with drop forged, high polished cranks, and fills a long-felt want.



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There's no possible argument over that statement, for their steady gain in popularity proves all our claims for them. They give forty-five different

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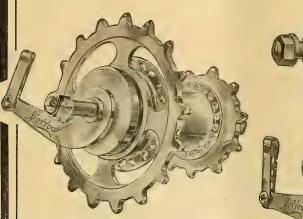
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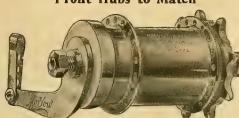
are at your disposal for your next season's requirements of Front and Rear Hubs.



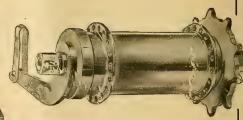
For Chain-Drive Motorcycles



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## Of course

it is needless to say that on bicycles and motorcycles the **Morrow Coaster Brake** will be as it has always been, first among the best.

Eclipse Machine Company, ELMIRA N. Y.

## **HOW THEY WHEELED ABOUT THE HUB**

The Old Guard Repeats Its Historic Run-Revisiting Old Scenes Makes Them Feel Young Again.

Boston, Aug. 20.—"Friday the 13th" must now surely be considered as having outlived any suspicion of ill luck that may have attached to it, for it was on that day and date, the month being September, menced the three days' run. The "ambulance," which this year consisted of a splendid Winton touring car, and which was laden with bags and baggage not needed until night, left the procession at the fork of the roads and took the direct route to Sharon and the Tudor Farm Club, where the first night was to be spent, but the White steamer 'bus bearing half a dozen riders and the baggage which was to be needed during the day, kept along with the party from the beginning to the end of the

automobiles draw up at the margin of Jamaica Pond, where one of the traditional photos is taken prior to the beautiful ride past the Arboretum, along Weld street and to another photo at West Roxbury; then along the hedge bordered road to another photo at Dedham Island; and further on to still another at Dedham Centre, and then, pausing for a few minutes at the Fairbanks mansion, the oldest house in New England, over the hill and down again until the famous "Grove of Pleasant Memories," with the



THE FAITHFUL OF THE OLD GUARD

that the 1907 repetition of the Boston Club's 1878 "Wheel about the Hub" started on its winding three days' way, with a larger attendance than it ever had before, with weather the most glorious, and with roads in their most perfect condition, while the countryside had begun to glow with the gold and russet and crimson of the autumn season.

The gathering at the meeting place commenced early, for all the old boys were eager to meet again, and to have half an hour for chat before the hour appointed for the start, and as they rode up by ones and twos and threes on bicycles, or in automobiles, from New York or Philadelphia or Rhode Island, or from Boston's own beautiful suburbs, the chorus of welcomes with which each was greeted grew constantly louder until it presently culminated in a long shout as "Papa" Weston himself appeared upon the scene.

But alas! "Papa," though wearing the club star on his cap, appeared to every one's consternation, in long trousers, and alighted, for the first time at this gathering, not from his familiar bicycle, but from an electric car, due, as he afterwards explained, to a broken toe and doctor's orders.

However, by 10 o'clock, the last of the party had arrived. The annual photograph by the Soule Co. was taken, and at 10.15 Capt. Kendall's "all up" was heard once more, and some twenty bicycles followed by eight automobiles, followed the winding route along Walnut avenue, which com-

trip. The club may count itself fortunate in numbering on its roll two such whole-souled and public spirited members as Messrs. Hinchcliffe and Hathaway, the New England representatives of the Winton and the White, respectively, each being in person on the trip.

The bicycles "hit up" a merry pace and the automobiles following after made a spectacle of evidently exceeding interest, judging from the attention which it attracted all along the way. It need hardly be said that the cycling division rode in a manner which did credit to their club's 30 years' experience, and the twenty flashing wheels with their stalwart riders, furnished an object lesson which in these decadent days must have been only second in importance to that of twenty-nine years ago. Doubtless many of the observers were possessed with thoughts akin to those expressed by the club's Laureate, "Quin. Kilby," in the poem which he read at the evening's post prandials, one verse being as follows:

"What means this strange parading?
Whence comes this brave array
Of men whose hair is fading,
Who act like boys at play?
Their pantaloons scarce reach their knees,
They scorn to wear a hat.
'Tis the Bicycle Club, on the Wheel 'bout
the Hub.

But the sheen of water at the end of Green street now comes in sight and a few moments after the riders dismount and the

Well, what do you think of that?"

picnic luncheon spread, and the ice protected barrels with pitchers and steins in abundance, and Hendrie himself, with his corps of waiters, awaited our coming.

"We'd traveled quite a distance, And nobody could blame us, For lending our assistance To make Milwaukee famous,"

sings Laureate Quin', and the riders having satisfactorily indorsed the sentiments, the bats and balls were produced from the 'bus, sides were chosen, and the party adjourned across the road to the field where for so many years the annual baseball match has been played. There is always more or less fun connected with this game, for boys will be boys, and when a runner picks up his base and carries it with him, complications naturally ensue; likewise the setting on fire of a base (the bases are bunches of hay), opens up opportunities for such flagrant and shameless graft before the incorruptible umpire can be induced to render his decision, that it is small wonder that both sides unite to kill that official before returning to the grove, and to the roast and boiled and baked with which Hendrie has by now decorated the tables. Then comes somewhat of a lull, for it is difficult to assuage such appetites without, but at last the knives and forks are dropped, Hendrie's rare old Mocha is served, "Papa" extracts from the 'bus a box of excellent Havanas, and then each man selects his own tree and reclining dreamily against it gives himself up to that comfortable feeling of repletion

which the well spent morning and the hearty repast have justified.

And the "Bibamus" is sung, and Tom Hall's "One more run," and with song and story a delectable half hour is passed until the word is given which brings the cyclists to their wheels, and the others to their cars, wants of each were met in both directions, until it was an exceedingly cleanly and good natured crowd that presently gathered round the dining table and obeying the order of the Club's president, Mr. Elliott C. Lee, to "sit down and fall to," it carried it out with an energy that might have aston-



"COBB'S TAVERN" AND MISS GERTRUDE

and bidding "good bye" to the grove for yet another year, we resume the road and in due course reach the foot of famed Blue Hill.

Here the party is divided, for many, especially those from a distance, ascend the hill, and then descending to their waiting companions, resume the route, until the "Rider's Rest" with its "shandy-gaff" and another photo, is reached.

Then comes the first real hill of the day, the long ascent to Ponkapoag and the long swift coast thereafter, and the smoothly undulating surfaces which presently lead us through Canton to East Sharon, where are "Cobb's Tavern" and Miss Gertrude!

Let not the reader be deceived, for although the old name still hangs to Miss Cobb's abode, as in the days of Daniel Webster, it is no longer a tavern, and as for Miss Gertrude herself, she had hardly emerged into short petticoats when the Boston Club first discovered her. Small wonder then, that she always has a welcome for the old riders, and that they suffer no opportunity to pass for renewing their affectionate and respectful greetings.

But the daylight shows signs of waning, so mounting again, the cavalcade resumes its way between Foxboro Road, up the long, steep hill into Sharon, and so along until a couple of miles more the turn of the road with the "Tudor Farm Club" House is reached, with Mr. and Mrs. Gardiner and their genial superintendent, Frank Moran, waiting to welcome us at the close of our first day's journey.

The advent en masse, of some sixty-five more or less begrimed riders, naturally taxes the ablutionary and libatory resources of any establishment, but gradually the ished one who had witnessed their prowess at the "Grove" only a few hours ago. But open air and exercise are great appetizers and the Tudor chef had certainly no grounds for complaint against the thoroughness with which the Tudor viands were done justice to. With the cigars and coffee President Lee came to his feet, and after a accorded them. Towards the close of the function the secretary left the table for a few moments, reappearing with the club's first president, Mr. George B. Woodward, on his arm. Mr. Woodward had but just arrived from New York, and with the drinking of his health, to which he responded in his usual graceful manner, the dinner came to an end.

The glorious dawn of "the morning after" was ushered in by the visit of a "pajama angel" who called at the bedside of every member, and presented him with a goblet of ice cold milk in which was skilfully concealed a modicum of Lawrence's old Medford, the recipient then being adjured to "turn over" and enjoy the resultant delicious after-nap, as Dr. Abernethy used to prescribe it. The breakfast, which followed later, was done as much justice to as was the previous night's dinner, and shortly afterwards a "sweep" photograph was taken which included the club house and the entire party, all equipped for the road, which was soon after resumed.

An incident of the leave taking was the kidnapping of Mr. Gardiner, who had made himself so popular that an invitation to him from W. Butler to ride "a piece" in his car seemed only natural and proper. Whether it is true that he was not allowed to return until the run was over the historian does not feel called upon to state.

The route now was a retracing of that of yesterday, the first stopping place being "Cobb's," where the annual custom of registering the names of the party in the old hotel book was followed, and the photo, including Miss Gertrude this time, was taken.



UNDER THE OAK AT PONKAPOAG

brief speech of welcome, called upon the Club's secretary, "Papa" Weston, to act as toastmaster, which he proceeded to do in the way which long association has rendered so familiar to our members, nearly all of whom were called upon and whose responses, whether of song or story, were always worthy of the enthusiastic reception

Then along the well remembered road through Canton, and up the long hill which finally brought the party to "Cemetery Corner," where the right fork of the road took the riders off the route of yesterday and over the undulating surface to hill tops giving glimpses of sequestered lakes nestling amid the hills, until at noon the land lead-

ing to the old "Cedar Lodge" shooting box was reached and the riders descended once more to terra firma. About midway between the Lodge and the road the now pedestrian crowd reached the four hundred year old oak, beneath whose spreading branches stood the table, with its crackers and cheese, and its steins and glasses, while nestling againt the rustic wall was the welcoming and welcome barrel, to which all paid immediate attention. Adhering to the custom of years, the first, and only, toast was to the memory of those who had "passed to the beyond," which was drunk with bared heads and in silence.

Shortly afterwards the march was resumed to the shooting box on the margin of Lake Ponkapoag. Here many arrayed themselves in their birthday clothes and "went in swimmin" while the others contented themselves with the multitude of enjoyment which the interior of the Lodge afforded, until presently came the order to "break away" and the procession, after halting again for a few minutes when the old oak was reached, soon found itself remounted and bowling along as before. The couple of miles of sandy roads which then ensued were safely negotiated, and then came the broad and smooth highway leading in succession through South Braintree, Weymouth and Hingham, and along the beautiful Jerusalem road until "Kimball's" was reached and the second day's ride was ended.

Of the final dinner, and of its attendant and subsequent enjoyments, the latter being broken only for the "good byes" to those who were compelled to leave, the historian deems it unnecessary to venture a description. Those who have had the good fortune to participate in them will not need any written reminder, while those who, so far, have not, can always find solace in the thought that some turn of Fortune's wheel may yet bring to them the enviable experiences of a "Wheel about the Hub."

### Bicycle Corps of Fire Fighters.

Firemen on bicycles paid for by the insurance companies doing business in the little town of Havana, Ill., represent an odd phase of modern fire fighting, which recently has been instituted. The Havana fire department is a volunteer organization composed of local business men who contribute their services for the common good. Some rapid means of reaching conflagrations being found necessary the department put it up to the insurance companies through the town council to pay the bill for bicycles, a proposition which the company agents finally agreed to.

### Mathematics of the Bicycle.

Adds to our years.
Subtracts from our cares.
Multiplies our joys.
Divides our burdens.
Compounds our interest in life.
Discounts our ailments.

H. H. W.

## MAKING ONE GALLON GO FAR

Man Who Went 164 Miles with That
Quantity, Tells How He Did It—
Study and Skill Required.

When a man on a motor bicycle, or for that matter, with any other means of transportation, is able to cause the world to take notice by reason of his having traveled 164 miles with a gallon of fuel worth 25 cents, the story of how he did it cannot but prove full of interest and instruction. Fortunately Fred A. Baker, of Brooklyn, N. Y., who accomplished that astounding feat on September 15th last, has not made a mystery of



FRED A. BAKER

the skill and art he practiced on the occasion. As already is widely known his performance was the feature of the economy contest from Brooklyn to Southampton, L. I., on that date, when on a 2½ horsepower Indian, he completed the distance, 190 miles, with a consumption of 1 gallon, 10 ounces of gasolene, there being 16 ounces to the pint.

On the face of it, Baker's achievement is evidence that he "knows motorcycles." There are few men who know them better and when he set himself to win it was reasonably sure that something would happen. He experimented for two weeks previous to the test and brought all his experience, skill and knowledge to bear, and they were sharpened by a little personal, but not bitter, rankling. In the last F. A. M. endurance contest, from New York to Providence, Baker finished second with a score of 999 points. He was beaten only in the economy test on the track that purposely was designed to break any tie that might exist. On that occasion, after his tank was filled, Baker was required to wait a half-hour or more, and as the day was warm he since has possessed the idea that it was due to the wait that enough of his gasolene evaporated

to make his score 999 points instead of the perfect mark, 1,000. However, that may be, he was anxious to "show 'em" and in the test on the Long Island road he assuredly did himself proud—even though an enforced stop of one hour for dinner—and possible evaporation—was required.

The spray plug which he used in his carburetter played a large part in the result. Ordinarily, the four slits or slots in the plug through which the gasolene is sprayed are about as wide and as deep as a business card is thick. Baker secured a blank plug and cut the slots himself, although cut scarcely is the proper word, for they were more nearly like scratches in the metal. They were not wider nor deeper than a fine silk thread. After seeing them, the wonder is how even vapor could find its way through such tiny channels. It was a daring endeavor. The gasolene is drawn through these slots, of course, by suction of the engine when in operation, and as Baker himself says, it was all right while he kept going and while his tank was full or nearly full, but when he stopped, restarting was not an easy task. When the tank was full or nearly so, the weight of the gasolene was sufficient to raise the fluid high enough in the "standpipe" of the carburetter to render the suction comparatively sure of results. As the weight or pressure was reduced, greater suction was required, and gradually the air shutter was closed to increase the suction, until finally that trick failed of effect. The engine, starved, skipped and sputtered, and 25 miles from home, not all of Baker's wiles could coax more fuel to spray through the threadlike apertures. He was forced to change to a plug with larger slots.

Needless to say, Baker made small use of his throttle during the day, save when his gasolene ran low and restarting became exceedingly difficult. He "ran on air" as nearly as possible. Also he did not touch his spark. He set it at the most economical point—that is, where a safe, sane speed, without "knock" or "pound" was assured—and kept it there. He regulated or altered his pace solely by operating the air shutter, the air orifice, by the way, having been somewhat enlarged to admit more air. It admitted so much of it, indeed, that a slight—very slight—opening of the throttle was required to obtain the most economical mixture.

In a contest of the sort, every particle of friction from whatever source means increased consumption of fuel. It follows that wheels, chains and gears—Baker used a roller gear Indian—must run freely and be adjusted to a nicety. The same is true of the motor. In fact, as Baker expressed it, a well balanced bicycle and a well balanced motor, are the first essentials and the proper balance being assured, absence of friction depends on the lubrication of the engine. When running "on air," the explosion is so weak that the least friction is at the expense of power and fuel. To prevent it, oil and plenty of it

is imperative. It is better to have the engine slopping with oil than otherwise. During the test on Long Island Baker oiled every ten miles.

He is of the opinion, as are many others, that his feat represents the extreme limit of the possibilities of a gallon of gasolene. The only way that it may be improved, Baker thinks, will be with the use of a smaller engine and a much lighter bicycle, with lighter tires.

"The economy contest illustrated another point that I've remarked before," said the "wizard," after he had related "how he did it," "and that is the benefits of 'keeping going' instead of 'cutting loose' in order to maintain a schedule. In the economy test the mileage was as great and the schedule was the same as in the endurance contests, 15 miles per hour, and no one had any trouble in keeping up to it without scorching; there were no accidents, few breakages, and none of the men were 'dead' or 'done up' when they finished. It is the slam-bang riding that puts men down and out."

### Good Going at Morris Park.

Walter Goerke, of Brooklyn, N. Y., ran away with the three lap race for single cylinder motorcycles not exceeding 301/2 cubic inches piston displacement on yesterday's program of the automobile meet at the well oiled Morris Park motordrome, New York City. There were six starters, but from the crack of the gun the race was between Goerke, Frank P. Baker, Brooklyn, and J. L. Seidell, Springfield, Mass., all of whom rode 3 horsepower Indians. Goerke was never in danger and won by 100 yards, but Baker and Seidell had a warm fight for the place. Baker had the best of it for two laps, when the Springfield man went past, and though he tacked on Baker could not get up again and lost by five yards. A. G. Chapple, New York (3 N. S. U.), trailed in fourth. Goerke's time for the distance 41-6 miles (track is 139-100 miles per lap) was 5.35. In the one mile record trials which followed, Chapple, on a 6 horsepower N. S. U. did 1:24, and Stanley T. Kellogg, on a 5-7 horsepower Indian, flashed the distance in 59 seconds, which shaves 7 seconds off the best previous motorcycle performance on the track. W. H. Wray, of Brooklyn, was also billed for a record trial, but as he has been suspended by the F. A. M. for the part he played in the assault on a checker in the recent economy test on Long Island, he was obliged to stand down.

### Hawkins Twice Winner at Valley Stream.

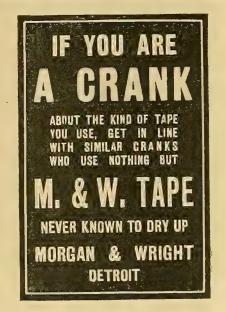
The Eastern Division of the Century Road Club Association decided the district point races on Sunday last, 22d inst., at Valley Stream, L. I. The series was made up of one-mile, two-mile and five-mile events, points being awarded in each race, five for firsts, three for seconds, two for thirds, and one for fourths, a medal or point trophy going to the rider showing the

biggest total for the series. When the meet was over, J. B. Hawkins was in the lead with a total of 13 points, while B. Berlenbach, C. Schlosser, and C. Nerent had 5 points each. The summaries:

One-mile handicap—Won by J. B. Hawkins, 50 yards, 5 points; second, C. Nerent, scratch, 3 points; third, C. Schlosser, scratch, 2 points; fourth, E. Schuber, 75 yards, 1 point. Winner's time, 2:28½.

Two-mile handicap—Won by J. B. Hawkins, 100 yards, 5 points; second, C. Schlosser, scratch, 3 points; third, C. Nerent, scratch, 2 points; fourth, J. Martin, 200 yards, 1 point. Winner's time, 5:53.

Five-mile handicap—Won by B. Berlenbach, 2 minutes, 5 points; second, J. B. Hawkins, 45 seconds, 3 points; third, A.



NEW YORK BRANCH: 214-216 WEST 47TH ST.

Seldney, 45 seconds, 2 points; fourth, E. Schuber, 1 minute 45 seconds, 1 point. Time of scratch men, 13:48%; winner's time, 14:20.

### Obsequies of Ancient Ordinaries.

A tinge of melancholy crept over the old timer or the student of bicycle history who chanced to drop into the store of Jordan E. Sanders this week, writes a St. Louis correspondent. A. L. Jordan, strong hearted as an undertaker, was sawing up all that was mortal of the "Ancient Order of the Good Old Ordinary." A few years ago 20 or more of the order would get out the old high machines and take a run, but owing to being stored in damp cellars and general neglect, the relics got into such condition that they could no longer be ridden. The real reason for their reduction to scrap, however, is owing to the removal of the firm of Jordan & Sanders to 3924 Olive street. Having no room there for a score of old ordinaries they offered to give them away to any one who would carry them off the premises. 'Up to this writing

H. G. Wolzendorf and Eli Silverburg were the only veterans sufficiently interested to preserve their old mounts, each taking home his Star.

### Road Race and Record Trial Planned.

The West Harlem Wheelmen, of New York City, will hold a sanctioned 20-mile handicap road race and record trial at Valley Stream, L. I., on Sunday, October 13, under a National Cycling Association sanction. Entries close with the secretary, Clifford Bridgeman, 306 West 134th street, on October 11, the entry fee being \$1 payable with entry. The start will be at 1:30 sharp from Tom West's Hotel to Baldwin's and return, covering the course twice. In addition to 20 place and 5 time prizes there will be an extra prize given to the rider breaking the 20-mile record for the course.

### MacLean and Collins in Paris.

Hugh MacLean and Elmer J. Collins, who sailed for Europe recently to conquer foreign fields, have arrived in Paris, according to a cablegram, and are already riding. In a contest at the Velodrome Buffalo on the 19th, in which Darragon, MacLean, Simar and Collins were entered, MacLean won out over Simar, proclaimed as his most dangerous rival, while Collins came after Simar, winning third. MacLean's return to the other side has created much enthusiasm among old admirers.

## Kramer Not in Retiring Mood.

Unlike Major Taylor, National Champion Frank L. Kramer has no intention of retiring. En route from Salt Lake City, he stopped to visit his parents in Evansville, Ind., and while there told an interviewer that he meant to race as long as the public displayed interest in cycle racing. Kramer also told the reporter that the reason he lived in New Jersey instead of with his parents was because the Evansville climate did not agree with him.

## Double Century Indefinitely Postponed.

The double century of the New York Division, Century Road Club of America, which was scheduled to start from Brooklyn, N. Y., at 7.30 p. m., on Saturday last, 21st inst., has been indefinitely postponed. Late Saturday afternoon a violent storm broke, and despite that fact Ernie Grupe and three other riders, clad in oilskins, put in an appearance at the starting point, but as none of the officials turned up, there was "nothing doing."

## Ranking of "Century Collectors."

Although J. W. Hedden, Brooklyn, N. Y., still heads the mileage contest of the Century Road Club of America, Ernest G. Grupe, of the same city, has advanced to the top of the heap of "century collectors," according to Chairman Tarbell's report of September 1st. Grupe is second as to mileage, Joseph Noe, Jersey City, third; Harold E. Grupe, fourth, and 80-years young Thomas W. Davis, of Peoria, Ill., fifth.



# Indian

makes a clean sweep abroad as well as at home.

Mr. Theo. K. Hastings of Brooklyn, N. Y., mounted on his 4 H. P. Twin-cylinder INDIAN not only awarded a First-Class Certificate for durability, but also the Gold Medal for the best appearing machine in the recent six days' trial held by the Great Britain Auto Cycle Club.

The INDIAN was the only American representative in this conte t.

Hendee Manufacturing Co.
Springfield Mass.

### Fool Antics Excited Newburgh.

Newburgh, N. Y., had an exciting evening last week. It was due to the antics of a fool motorcyclist and the hot-headedness of an exasperated policeman. The incident serves not only to illustrate what fools men can make of themselves, but was considered of sufficient interest to be telegraphed to the newspapers in the neighboring towns. This is the story as related by the Newburgh reporter:

"It took a pistol shot to put an end to the performances of a motorcyclist on Broadway Tuesday night. Calls from the police were as unheeded by this fellow as if the law did not exist. Up and down Broadway he sped on his machine and did not desist until the crack of a revolver told him that patience was becoming exhausted.

"When an automobile is seen speeding it is commonly asserted that 'the machine is going 40 miles an hour.' It is reasonably certain that this man went down the hill from Dubois street faster than anything on wheels had ever gone before.

"Several policemen called warnings and told the rider to get a light, for the speeding was going on without a light on the machine. All the warnings were ignored. Finally Policeman Lowe tired of the contempt shown by the man and drew his revolver and fired. The rider pulled up his legs involuntarily, but did not stop. The shot had its effect, however, in that the rider soon disappeared from the street and did not return."

### Bicycles as Health Builders.

"They tell us that bicycles are coming in again," says one of Mr. Hearst's editors, and continues: "Had the bicycle users used the bicycles instead of allowing the bicycle to use them, they never would have gone out. The generation of young men and young women who for a few years made themselves slaves to the bicycle are now middle-aged or older, and are beyond it. But a new set of riders are coming along, and it is to be hoped they will use more common sense than their predecessors.

"The bicycle should never have gone out." With intelligent use it is a health builder, a blood maker, a muscle maker. A number of factories which have done next to nothing in wheel making are now fairly busy. The rage for new patterns did much to kill the wheel. It became the proper caper to have 'the latest' every spring, and that wore on the pocketbook. The wheel is now a completed piece of mechanism. The manufacturers who build it will not trifle with their trade by getting "something new" out every year. The wheel, as it is, is good enough, and rightly used is an admirable and commendable instrumentality towards health and recreation."

In the first known fatal collision between a cyclist and a motorcyclist, the latter was killed. The accident accurred early this month near London.

# It Isn't LUCK

that the One

## **Curtiss Motorcycle**

entered in the Endurance Run won the Diamond Medal, highest award for multicylinder motorcycles, maintaining the best average for reliability, hill-climbing and economy against a field of six other American and six foreign machines.



It Isn't LUCK that the Curtiss in the 30½ cubic inch class in the speed trials, with heavier riders, won FIRST and SECOND, beating its nearest competitors with equal cylinder capacity by seconds, and making a WORLD'S RECORD by a mile in 565.

It Isn't LUCK that in the 61 cubic inch class the Curtiss Double Cylinder won easily.

While the same applies to the hill-climbing and track events where Curtiss machines fully demonstrated their superiority.

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## A. C. C. 24 Hours' Ride

(London to Plymouth and back)

## Two Gold Medals

awarded to riders of the

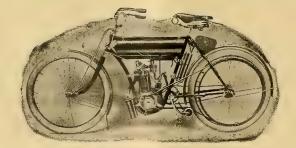
M. Geiger 3¾ H. P. N. S. U.

J. S. Cavaller 6 H. P. N. S. U.

Weather conditions could scarcely have been worse. Heavy rain fell during the night, causing many side slips. After Salisbury the road is a succession of steep hills, and the heavy rainfall had made them very greasy. In spite of this, the two N. S. U. machines finished the distance (423 miles) in schedule time, securing TWO GOLD MEDALS-affording another instance of the remarkable successes achieved by these splendid machines in competitive trials.

N. S. U. Cycle & Motor Co., 78 Charlotte Street LONDON, W., ENGLAND

## **Yale-California**



Now is the time to push the Motorcycle game, for the Fall is the ideal riving season and you can sell Yale-Californias "Right Now," so take a tip from us and hustle. Remember we ship promptly.

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Twenty-four certificates will entitle you to the Regulator Clock; twelve certificates to

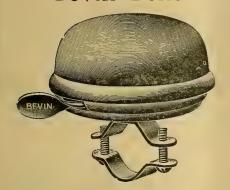
the Brass Sign, men tioned in previous ads. Send certificates direct to

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Buffalo, N. Y.

## SUNDRIES That Sell Wherever Bicycles are Sold

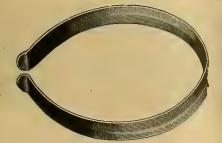
## Bevin Bells



Bevin Toe Clips



Bevin Trouser Guards



We Offer

such a varied relection that all purses can be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.

EASTHAMPTON, CONN.

### Aged Cyclist on a Long Ride.

A 70-year-old cyclist like John B. Kesslar of Coldwater, Minn., is, of course, a mere youngster compared with enthusiasts like Thomas W. Davis of Peoria, Ill., who is 82, and Henry Maunder, of Painesville, O., who is 84, but his neighbors and friends are nevertheless quite proud of him and his performances. Kesslar, who is a retired merchant, has started out on a bicycle jaunt from his Michigan home to New York City, just by way of diversion. His route is via Toledo, Lorain, Cleveland, Erie. Buffalo, Syracuse and through New Jersey. Trips of this kind are no novelty to him, as last year, for instance, he took a little run out to Indian Territory and back on his machine, and when he is at home, it is said that he often takes a whirl around a popular century course that is a favorite of Michigan riders. He is strong in his recommendations of the bicycle as a health promoter for the man who wishes to keep in good physical condition despite advanc-

## Stage Role for the Motorcycle.

The motor bicycle surely is coming on! It has made its debut on the stage. Ramsey Morris, who previously had made a locomotive the hero of a romance, has now turned his attention to motorcycles and done the same for the little two-wheelers. In Morris's "The Ninety and Nine," the locomotive tore through a burning forest on a mission of rescue. In "Under Suspicion," Mr. Morris's new melodrama, which opened at the American Theatre, New York, on Monday, the motorcycle, ridden by no less a person than the heroine herself, coughs its way through a prairie fire to the imprisoned hero and then coughs its way back again, the hero reposing on the handlebars. The effect of speed is of course gained by a rapidly revolving panoramic back drop, and the enveloping flames as in "The Ninety and Nine," are realistic in the extreme.





## A Hill Climber

## Thor Fittings

Latest performance with regular stock machine, September 2d.. Winner of 15-mile handicap, also 2 and 5-mile open, at Birmingham, Ala.. Send for catalogue.

Fowler-Manson-Sherman Cycle Mfg. Co. 43-45 Fulton St.,

## SEEK

THE

WHY



BECAUSE

Pottstown, Penna.



## 100%

In the Los Angeles-San Francisco 1000-Mile Endurance Run, in which only 7 of the 22 machines entered received perfect scores, there were 3 "WAGNERS" entered all of which finished with perfect scores. The only manufacturer represented with more than one machine entered to receive 100 per cent, perfect scores.

Further comment is unnecessary.

Inquiries Invited Immediate Deliveries

St. Paul WAGNER MOTORCYCLE Co.,

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wheels must have the best equipments.

There is nothing that gives more value for the money than the use of the

## MORSE TWIN CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

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for motorcycles, are separable for cleaning Double Insulating mica, Indestructible Metric No. 48. Half inch No. 32A. Price. \$1.50. Send for complete circulars.

THE R. E. HARDY CO.,
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Our 1907 Catalogue of Bicycle and Motorcycle Sundries is now ready for distribution. If you have not received a copy drop us a postal and one will be mailed promptly.

## The Sidney B. Roby Co.,

Jobbers of Bicycles and Sundries, ROCHESTER, N. Y.

### The Week's Patents.

862,768. Cycle Supporting Attachment. Henry Stiles, Bendigo, Victoria, Australia. Filed April 25, 1907. Serial No. 370,317.

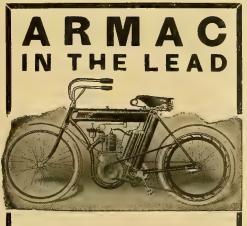
1. In a cycle support the combination of a box provided with the cheeks, and the inclined plate, said plate provided with the hole, with the supporting leg hinged to said box and provided with the inclined face adapted to fit said plate, between said cheeks, and with hasp adapted to enter said hole. substantially as described.

Bicycle Attachment. Hugh J. Phillips, Washington, D. C. Filed July 14, 1905. Serial No. 269,709.

1. A third wheel attachment for a bicycle comprising a wheel arm provided with the third wheel, and means for detachably and loosely coupling said arm to the bicycle frame and for holding the same in operative and inoperative positions, whereby the arm can be swung to a vertical inoperative position beside the bicycle frame and can be dropped to the operative horizontal po-sition, and whereby the arm can be readily removed from and attached to the bicycle frame.

862,945. Bicycle Support. George S. Tiffany, Hutchinson, Kan. Filed Feb. 21, 1907. Serial No. 358,677.

A bicycle support comprising a two l. A bicycle support comprising a two part bracket adapted to be clamped to a bicycle frame and provided with a socket having a throat opening in one side, a leg or standard having a head fitted to said socket and a neck extending through said throat, and means whereby the standard or leg is prevented from rotating on its axis in said socket but permitted to swing in one plane only one plane only.



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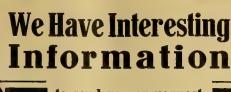
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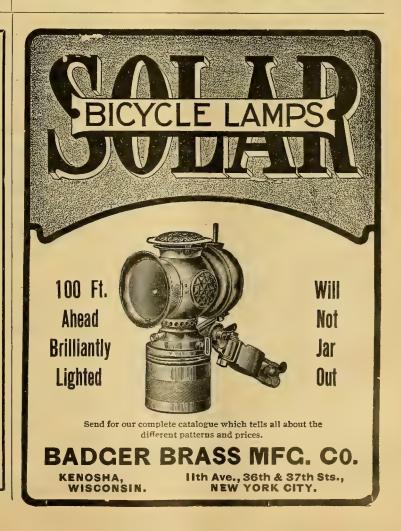
The Cyclist.

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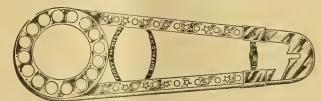
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Catalog and Quotations on Request. WILLIAM F. NYE, New Bedford, Mass.

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## Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.

Diamond Rubber Co.

Fisk Rubber Co.

Pennsylvania Rubber Co.

Indiana Rubber & Insulated Wire Co.

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SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

Volume LVI.

New York, U. S. A., Saturday, October 5, 1907.

No. 2

#### WHY JAPAN'S PURCHASES, SHRUNK

Campbell Points Out Not One, but Several Causes—Japanese Now are Assembling and Imitating.

To the shipment of poor stuff and the refusal of American manufacturers to build the type of bicycle desired, Don A. Campbell attributes no small part of the decline in the American cycle exports to Japan, which once was this country's best customer.

Campbell, who is of the firm of Coates & Campbell, San Francisco, and who was in New York last week, should be in position to know whereof he speaks. To better cultivate the Japanese trade, his firm established an office in Yokohoma about eighteen months ago and though Mr. Coates himself went over and took charge of it, it proved a losing venture. Mr. Coates has returned to San Francisco leaving the office in native hands.

As usually is the case in whatever direction, so soon as Japan showed signs of strong promise, a stream of just-as-good bicycles was poured on its shores. Like the natives of practically all other countries, the Japanese were keen for "bargains" and they swallowed the just-as-good argument and bought the cheap stuff, to their sorrow and to the sorrow of the better class of American manufacturers. At about that time the British manufacturers became ambitious and with the advantage that accrues from the alliance existing between the two countries, they made substantial headway. They created a demand for bicycles with steel rims, mud guards and hand brakes and these, Campbell stated, the American makers refuse to supply, and as a result, the Japanese very naturally make their purchases elsewhere.

If the volume of business in complete bicycles has shrunken sadly, Campbell remarked that the shrinkage has been lessened by the demand for parts and fittings that has arisen. An increasing assembling trade has been created in Japan and the foundation for a home industry thus is being established. The Japanese have made marked progress in this direction and likewise in the matter of tire production. Not less than three Tokio rubber factories now are making rubber tires, one of them having advanced so far as to "borrow" even the G & J detachable tire and to closely imitate it, which, in view of the Japanese imitative talent, suggests many future possibilities.

#### Will Make Two-Cylinder Torpedoes.

In addition to the 2¼ horsepower Torpedo, which because of its good design and impressive spring forks, has served to receive increasing notice, the Hornecker Motor Mfg. Co., Whiting, Ind., will market a two-cylinder model for 1908. It will be of 3 horsepower and employ chain transmission. The Hornecker people report that their California agents offered to take their entire output but they, of course, prefer to distribute it more generally.

#### Fire Does Damage to the Gripman.

Charles E. Peterlin, the Grand Rapids (Mich.) manufacturer, who made himself famous by contributing nearly 500 pairs of his bicycle grips as prizes for the Industrial Handicap and the Young America road races at Atlantic City, suffered a fire loss of \$2,500 on Saturday last, 28th ult. A fierce blaze, supposed to be of incendiary origin, attacked the factory building in which he is located, but Peterlin's plant escaped the brunt of it.

#### Makers' Meetings Deferred One Week.

The meetings of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association, which were to have been held in Chicago on Wednesday last were postponed one week and will occur on Wednesday next, 9th inst. The meeting place also has been changed—from Chicago to Buffalo.

#### **ENGLAND'S EXPORTS ARE CHECKED**

Slight Break in Boomlike Growth, but Volume Still is Impressive—Imports Cut Small Figure.

For the first time in a long period, a decline in British exports was recorded, during the month of August. The total volume of business was so large, however, and the loss so small that it is comparatively insignificant. The export of complete machines was greater than in the August of the preceeding year, but the shrinkage in the parts exported was sufficient to bring the aggregate figures under the previous mark. During the month 11,004 bicycles, having a value of £53,683, were shipped to other countries as against 9,975 machines, valued at £52,572, during August of 1906. The parts shipped during the month, however, amounted to only £55,466 as against £57,-670 in the previous August, thus making the total £109,149 as compared with £110,242 for the same month the year before.

For the eight months of the fiscal year the 1907 figures show an exportation of 72,647 complete machines, valued at £361,-125, and parts to the value of £549,034, making a total of £910,159, a gain for the whole period of £125,418 over the first eight months of 1906 when 50,986 bicycles, valued at £284,460, and parts to the value of £500,-281, were shipped. The total net cycle imports for the month amounted to 10,299, including 65 complete machines, as against 9,041, including 61 complete bicycles, during August, 1906, an increase of £1,258. For the eight months the imports totaled £114,572, including 516 complete machines, as against £99,697 during 1906, an increase of £14,875.

#### The Retail Record.

Findlay, Ohio.—W. H. Moses, sold half interest to Frank W. Day.

New York-Jean Roy, 133 West Twenty-sixth street, sold out Louis Biavas.

#### FALL OF EXPORTS CONTINUES

#### August Proves Another Unusually Poor Month—Large Loses Offset by Comparatively Few Gains.

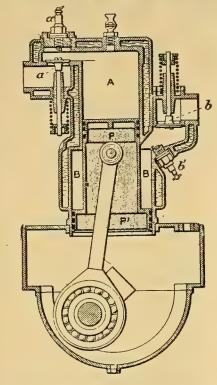
Continued depreciation marked the exportations of American bicycles and parts to foreign countries during the month of August, the aggregate loss over the corresponding period of last year amounting to something like 23 per cent., or \$21,000 in round numbers. Eight of the markets recognized by the Bureau of Statistics at Washington showed a more hopeful trend, to be sure, in which movement, British Australia took the lead with an appreciation of \$8,886 for the month, France following with 3,350, roughly speaking and Cuba adding its mite of \$1,297.

Japan's constant deprecation of the American product during the early part of the year was renewed to the extent of \$17,041—the greatest falling off observable during the month. Second to this, the United Kingdom dropped only \$7,883, Argentina and Mexico following with about \$5,000 and \$4,400, respectively. The losses of Germany, Italy, and Brazil were comparatively small

The eight months of the fiscal year ending August 31st, were completed at a total cost to the foreign trade of \$253,682, as compared with the corresponding figures of last year, amounting to a depreciation of 23 per cent. in this case, and 16 per cent. as expressing the loss for the same period since 1905. Eleven groups reveal the reason for this, Japan again leading with nearly \$90,000 depreciation, the Netherlands exhibiting mearly \$80,000, and the "Other Europe" group following with something like \$50,000. Italy, British North America, Argentina and Mexico, also show prominent tina, and Mexico, also show prominent losses. In contrast to this; Cuba gained about \$10,500, France, \$9,500, the United Kingdom \$8,100, and British Australasia, \$7,000. The record in detail follows:

#### Radical Departure in Motor Design.

Two-cycle engines for motorcycles have never enjoyed any particular vogue, but a new motor of radical design just has been brought out by a French inventor which in motorcycle application would give the rider a two-cycle effect with a four-cycle motor. Its construction involves the use of a differential cylinder and piston. The motor, which is of one cylinder, and which is the creation of M. Boudreaux of Paris,



gives an impulse for every revolution, ex actly as in a two-cycle motor, the result being brought about by arranging the mechanism so that it works like a two-cylinder motor with but a single piston and crank.

This is accomplished by making the cylinder of two diameters and having the piston shouldered, as shown in the accompanying illustration. The upper section of the cylinder and piston are entirely normal, the

Eight months ending August -August-1907 Cycles and parts of-Exported to-United Kingdom ...... \$18,568 \$10,685 \$174,978 \$212,120 \$220,238 Belgium ..... 2,234 19,341 18,497 21,335 4,045 France ..... 699 55,090 16,531 44,051 Germany ..... 1.168 48,303 70,369 29,528 1,630 1,042 15,672 23,049 16,314 3,874 1,597 26,927 3,085 108,786 29,311 Other Europe 1.941 135,250 186,533 135,574 59,661 79,853 British North America 3.180 3,449 106,825 50,061 Mexico ..... 11,764 8,390 61,735 3,556 1,320 4.853 23,087 Other West Indies and Bermuda... 1,381 18,305 14,080 15,990 Argentina ..... 5.115 11,946 15,033 631 403 4,391 6,776 12,308 165,184 9,174 Other South America ..... 1,892 1,016 9,622 7,417 75,321 61,596 24,458 211,068 British Australasia ...... Other Asia and Oceania 16,246 35,933 Other countries ..... 5,562 11,035 \$70,830 \$1,005,374 \$1,093,680 \$839,998

novelty element being introduced in the provision of an extra set of valves, spark plug and other appurtenances necessary to make the lower section of the cylinder operative as a motor, independent of the upper section. Both parts of the cylinder operate on the four cycle principle, but instead of both being on the same cycle at the same time, they are arranged to alternate their power strokes, so that while the upper part, for instance, is on its power stroke, the lower part is on its suction stroke, and on the return, when the lower part is on its compression stroke, the upper part is on the exhaust stroke. Thus the one crank and piston serves to take the two sets of impulses, first from A, the normal diameter, and then from B, the larger one, operting on piston parts P and P-1, respectively. While the reports of the performance of the engine give no definite figures as to horsepower compared with weight, the results are described as being very satisfac-

#### Italians Guilty of "Disloyal Competition."

They do some things better abroad. As the result of an action brought for "disloyal competition," the Birmingham (England) Small Arms Co. has just secured an injunction restraining a cycle parts making firm in Milan, Italy, from using such terms as "B. S. A. type," "B. S. A. pattern," etc. The decree ordered the Italians to withdraw from circulation and destroy all catalogues and other matter containing the description complained of, damages and costs also being assessed against them.

#### Pierce Abandons the Cheap Bicycle.

The Pierce Cycle Co., Buffalo, N. Y., have discontinued the manufacture of the \$25 Arrow bicycle which they first placed on the market early this year. They say their experience has demonstrated that they cannot produce at that price a bicycle sufficiently good to bear their nameplate.

#### Get Big Slice of Merkel Territory.

Ollier & Worthington, Los Angeles, Cal., have been appointed Pacific Coast representatives for Merkel motorcycles. They will carry a full stock of machines and parts and will cover the entire coast trade with a staff of four or five travelers, and generally pursue an aggressive campaign.

#### Reliance Developing a Lightweight.

The Reliance Motorcycle Co., Elmira, N. Y., have heard the cry for lightweight motorcycles and are preparing to answer it. Their first model, a 75-pounder, now is being "tested out" on the roads around Elmira.

#### Van Doren "Takes to the Road."

Charles A. Van Doren, the well known dealer, promoter and racing man, of Atlantic City, has "taken to the road." He is now covering western New York, western Pennsylvania and Ohio for Iver Johnson's Arms & Cycle Works.

#### TWO-SPEED HUB FOR MOTORCYCLES

Details of Foreign Device—Absence of Idle
Point Between Gears One of
Its Advantages.

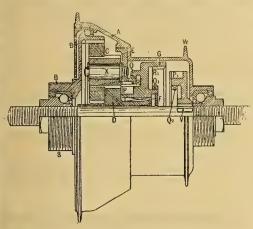
A neat and rather unique two-speed hub for motorcycles has just been designed and placed on the British market by Messrs. Griffin & Stone, of Ford street, Coventry. It is of the planetary type, affording a 40 per cent, reduction from high to low speeds, and has the added advantage of possessing no dead or idle point between gears, when the parts are out of engagement and therefore are liable to strain or rupture upon re-engagement under load. On this account the matter of shifting from one gear to the other is accomplished at any time by the slight lateral movement of one member of the group, no possibility of "missing gear" existing, and no skill of manipulation being required in the process.

As will appear from the accompanying illustration, the parts are symmetrically arranged in the hub, which has a considerably greater diameter at one end than at the other, but otherwise is not bulky. Referring to the letters in the picture, the hub shell, A, to which the spokes are affixed at W-W, is mounted on ball bearings at both ends, one end being supported on the axle, T-T, and the other by the plate, B-B, which also is mounted on the axle, and carries an annular gear, meshing with the compound or differential pinions, C. The larger gear surfaces of the latter mesh with the annular gear, and the smaller with the sun gear, D, which is mounted loosely over the axle. The pinions, of which there are four, are mounted on studs, X, which are threaded into the plate, E, which, in turn, is fast to the shell, A, and always turns with it.

The sun or anchor gear, D, has an extended boss carrying a series of feathers or long keys, F, which are adapted to be engaged by slots in the pawl carrier, G, which may be moved along the axle, transversely of the hub to engage them as required. Two dogs, Q, are adapted to lock together the shell and the pawl carried, while the pawl, P, on the latter, and the ratchet, R, on the ring, E, are adapted to lock the parts together, or to permit the one to over ride the other, when they are turning at different rates of speed.

As shown, the mechanism is locked in the high gear position. That is to say, the pawl, P, is in engagement with the ratchet, R, and the dogs, G, also are locked together. This being the case, the pawl carrier serves to prevent the sun, D, and the planets, C, from revolving, thus locking the entire group together. In this way, the sprocket, which is mounted on the sleeve of the plate, B, at the threaded portion, S, is enabled to drive the hub as though it were perfectly solid.

When it is desired to engage the low gear, the pawl carrier is moved to the right of the group, thus releasing first, the dogs, Q, and second, the pawl and ratchet, P, R. A movement of the carrier along the axle of no more than 1/8 inch, serves to release the dogs, while a further movement of 1/8 inch engages the second ratchet and pawl pair, P1-R1, thus establishing a temporary connection between the pawl carrier and the fixed plate carrying the ratchet, R1, and the dog, Q2, which is keyed to the axle at the point, V. At the instant when the ratchet and pawl on the outer end of the hub engage, the ratchet on the other side of the pawl carrier permits the pinion set, C, to revolve, the planetary action thus commencing, when the annular gear on the



plate, B, drives the pinions, which, in turn, rotate about the pinion, D, now fixed, thus driving the hub at a slower rate than the sprocket and producing the required reduction of the drive. The complete translation of the pawl carrier engages the second set of dogs, Q1-Q2, and entirely releases the pawl set in the interior of the hub, locking the planetary mechanism in its planetary relation.

The entire mechanism may be slipped out of the hub shell for cleaning or repair, the parts being in no way complicated as far as the matter of assemblage is concerned. The thread, S, on the outside of the plate and annulus member, B, may be fitted with an adapter to take any size of sprocket, and in this way the mechanism is made practically universal. In either relation the parts are positively engaged, no friction clutches being employed, which makes the device absolutely positive in operation.

#### To Detect Water in Gasolene.

Lacking a hydrometer or densimeter, the motorcyclist who suspects the presence of water in the gasolene that is offered him may test it for himself by a very simple method. A little of the fuel poured on a coin laid flat on a table or other horizontal surface will give the answer in short order. The gasolene will, of course, at once evaporate, but if water be present, it will remain on the coin in minute drops, but in sufficient quantity to be observable.

#### DISMOUNTING AND REASSEMBLING

Difficulties the Amateur May Encounter in the Work—Suggestions Drawn from Expert's Methods.

While it is essentially an easy matter to dismount the parts of a motor bicycle in the effort to locate some real or fancied difficulty, and apparently an equally simple matter to reassemble them, there are certain points which it is well for the amateur mechanic to bear in mind before commencing and undertaking, even though his understanding of the actual construction of every part be complete. Even the most mechanical genius is liable to come to grief unless he is possessed of a certain handicraft based on the requirements of mechanical parts in their relation to one another, irrespective of the work they are called upon to perform,

Thus it stands to reason that a machine which is in reasonably good shape aught to go together in the same way it comes apart. That is to say, that a connecting rod bearing should be replaced with the same ends together as were joined originally, the gears of the valve and timing mechanism meshed with the same teeth in contact, and so on. In all carefully built motors the parts are so identified that on assembling there shall be no chance of error on this score. Yet the careful mechanic invariably makes it a point to inspect all such symbols before dismounting the parts in order to have no difficulty later, even going to the trouble to make note of the adjustments in certain cases, such as the number of turns and fractional turns required to obtain the generally correct amount of gasolene flow through the adjusting needle valve of the carburetter.

The skilled mechanic seldom experiences trouble through the crossing of threads. But the amateur is prone difficulty through lack of this caution in starting the screw or nut gently. Similarly, it not infrequently happens that a thread which is supposed to be crossed, happens to be a right hand one instead of a left, or a left instead of a right. The skilful mechanic knows by the "feel" when a thread has been tightened all it will safely hold, and stops when that point is reached. The beginner, being less skilful, must be more careful. It is especially important in this connection, that where several bolts or screws are employed to hold a single part, the tension applied should be equally distributed. Otherwise the entire strain or at least a large proportion of it may be thrown upon a single one. This may be brought about readily enough by applying a uniform amount of pressure to each, going from one to another in turn. Yet the average beginner is prone to overlook the necessity, thus endangering the mechanism considerably.

## At Los Angeles on September 10th at The Big Motorcycle Meet at Agricultural Park,

## THE R=S WON

FIRST and SECOND in the Ten-mile Pursuit Race for single cylinder machines,

FIRST and SECOND in the Five-mile Novice Race,

FIRST in the Two-mile Obstacle Race,

FIRST and THIRD in the Five-mile "Freefor All" race,

SECOND in the Los Angeles motor cycle Club Five-mile Challenge Cup Race against DOUBLE CYLINDERS.

SECOND in the Three-mile Race for Boys,

SECOND (and Fourth) in the Four-mile Team Relay,

FIRST, SECOND and THIRD in the Four-mile "Cupid Race" for single tandem attachment,

It is away from home where factory experts cannot readily "doctor up" machines and where the owners ride their regular stock machines, not specials, that the comparative quality of what you get for your money is shown.

If you want a machine for every day use, business or pleasure, which absolutely assures you of giving entire satisfaction, select the "R-S", it is "America's BEST."

Reading Standard Company, Reading, Pa., U. S. A.

AJAX ROADSTER

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Published Every Saturday by

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NEW YORK, OCTOBER 5, 1907.

#### Remember the Space Number-238.

. The Bicycling World and Motorcycle Review will occupy Space No. 238 in the motorcycle section of the Madison Square Garden Show, New York, November 2 to 9, and, of course, will be "at home" at that address all during that week. Dealers and the trade generally, and riders also, are invited to make our booth their headquarters. Mail forwarded in our care will be cheerfully received and delivered, appointments will be booked or arranged, and all other possible courtesies extended.

#### To Keep the Mufflers Closed.

The most effective reform is that which comes from within: That reform which is forced by process of law usually is neither pleasant nor profitable. It is, therefore, a hopeful sign that the Los Angeles Motorcycle Club has taken an open and unreserved stand against the open muffler nuisance.

For two years or more the Federation of American Motorcyclists has sought to

check the evil by quietly scattering broadcast thousands of glaring crimson circulars which make a personal appeal to each recipient, and which aptly summarize the evils that come of the open muffler, as follows:

Pass the Word All Along the Line. If you desire to avoid accidents, arrests and lawsuits, and do not wish to make enemies for motorcycling, or to provoke the passage of onerous laws

#### KEEP YOUR MUFFLER CLOSED

except when steep hills or heavy roads are encountered; there rarely is real necessity for opening the muffler cut-out at any other time.

The circular probably has had some effect but it has failed to sufficiently quicken the motorcycle conscience and as a result the impression that "they are such noisy little things" has become more general, while restrictive local ordinances and in one case -- Connecticut--State enactment have multiplied which wholly prohibit the opening of the mufflers, even when "steep hills or heavy roads are encountered." The spread of such legislation is certain unless more reform comes from within. When the clubs themselves take action the effect should be more personal and more certain, but it is not only for the clubs, but for the manufacturers and the dealers to lend their assistance in checking an irritating and wholly unnecessary nuisance which is doing more injury to the motorcycle interests than scorching and all other influences combined.

#### Outlawry and Its Effects.

With the practical collapse of the outlaw National Federation of Amateur Cyclists, once more is it made apparent that those who chiefly suffer as the result of such personal grievance movements are the unthinking men and boys who really had no axes of their own to grind. They were ambitious only to race and they "didn't care" who was who, or what was what. They merely served as catspaws for the handful of men whose chief inspiration was not the desire to advance the sport or the pastime, but the desire to "get even," which meant creating as much trouble and disturbance as possible.

After the last sad rites have been performed over the outlaw organization, the catspaws will discover that their reward for their thoughtlessness or doubtful loyalty to a mistaken cause is a door barred to them in cycling and all other recognized and governed sports.

Always there is a right way and a wrong way to rectify even fancied wrongs. The right way is to stand up in meeting and to obtain the most votes. The wrong way is the child's way of "getting mad and refusing to play," and creating a little playground of one's own. If the men who formed the socalled National Federation of Amateur Cyclists ever had more than personal grievances to right, they adopted a very poor way of righting them. The animus was so plain that sympathy and support was lacking from the beginning. The organization -like 99 out of 100 outlaw movementswas doomed to failure before it was formed. Its passing will cause no regret. There will be sympathy only for the deluded followers of the men who used them for their own purposes.

#### Discipline to Good Purpose.

Chairman Douglas, of the F. A. M. Competition Committee, has rendered the young sport wholesome service by ruling off for one year the participants in the first fracas that has occurred and by requiring that the discipline shall be shared equally by the competitor and the official who were involved. It is about "the limit" when an official is made a target for oaths or is assaulted by a contestant, but one of the first duties of an official is to bridle his tongue and to hold his temper, and it is quite fitting that the fact should be impressed on all who would serve in that capacity. The influence of the wholesome and impartial discipline meted out in this instance will be felt far outside the confines of Long Island. There is no room for "rough house" tactics in any sport.

#### Old Question of Records Dug up.

Several inquiries concerning claims for a "record mile" or a "record half-mile" made in the course of a race of greater distance suggest that another of those good old questions which it was supposed had been settled for all time has been dug up by motorcycle enthusiasts. If it does not, it ought to go without saying, that the time for an intermediate or final mile or for any other part of a longer race counts for nothing save personal self-sufficiency. "Intermediate miles" are not recognized or accepted in any sport. The only times that find their way into the record tables are those that are made from the crack of the gun and the first snap of the watches.

#### OILS THAT INJURE BEARINGS

Expert Points Out an Unsuspected Source of Damage to Balls—Simple Test of Lubricants Suggested.

Very few of those who have to do with bicycles are aware that in some lubricating oils lies the possibility of many ruined balls and bearings, and yet, according to an expert, lubricants containing any serious proportion of animal or vegetable matter are as fatal to bearings as grit or rust because of the acids which such constituents generate under the action of sunlight or heat. These acids are frequently so powerful as to scar both the balls and the races into deep irregular channels and pits even when the metal is of the finest and the method of treating it has been of the best. Fortunately there is a simple method of testing oils for this acid quality.

To those who have made a special study of lubricants the dangers of acid oils have long been known, but the full extent of the havoc they wreak with bearing surfaces has not seemed to attract the general attention that it should, so that manufacturers of beautiful looking lubricants with large proportions of animal or vegetable oils have not had any difficulty in disposing of their products without their customers suspecting the cause of their bearings getting scaley and rough. The action of the acid etches the balls and the races, cutting into the points on their surfaces where they bear against each other. It is a peculiarity of acid that it acts most energetically where the metals are in the most intimate contact, due probably to the additional heat at such points and the mechanical movement and capillary attraction which bring fresh acid to the attack all the time.

Since the life of a ball bearing depends upon the perfection of its surfaces, it is very evident that the acid pockmarks which a poor lubricant makes in a very short while, spell a short life for the bearing, the roughness combining with the acid action to hasten the general destruction. Once the acid has scarred the metal ever so slightly, the bearings are doomed to rapid ruin.

As evidence of the strength of the acids that sometimes develop in lubricating oil, an instance is cited where a high speed lathe, having a steel worm driving a bronze gear with the combination immersed in oil, showed heavy deposits of copper on the worm and other steel parts where the oil touched. The phenomenon was found to be due to the powerful acid that had formed in the oil and which in combination with a slight current leak from the electrically driven motors on the lathe, constituted a very effective electroplating bath.

The selection of a lubricant that is neutral and will remain so is exceedingly important because of the harmful effects of

many oils that are offered. Oils containing animal or vegetable constituents are to be avoided, as many of them, though high in price and free from acid when bought, will under suitable conditions develop powerful acid qualities. Pure mineral oils are by far the best, in the opinion of the expert.

"The best test that I know of," says this authority on lubricants and bearings, "is to take a piece of brightly polished clean steel, wrap around this heavy threads from waste thoroughly soaked in the lubricant under test, and expose this to the sun's rays in some fairly warm place. Suitable oil or grease will show no etching, even after months of exposure. In bad cases the oil will stand convicted after a few hours or days."

#### No Brass Bands at Garden Show-

One of the interesting novelties in the Madison Square Garden Show November 2-9, which for the first time will include a "Motorcycle Section," which truly will be representative of the young industry, will be the introduction of telharmonic music to take the place of the brass band which has for some decades furnished the harmony for all the different kinds of shows which have been held in the big building.

It will be the first time that telharmonic, or electric music, as it is sometimes called, has been installed in such a vast arena. The Association of Licensed Automobile Manufacturers, under whose auspices the show is to be held, has made a contract with the Telharmonic company to furnish music for the entire week of the show. Special cables have been led from Broadway through Twenty-sixth street and into the Garden. These cables are strung in the ducts of the New York Telephone Company and are practically the same as the telephone cable, the music being conveyed from the Telharmonic Co.'s musical "power plant" on Thirty-ninth street, in which the music is made and from where it is sent, just as electric light or electric current is sent, to any part of the city.

The advantage of this modern system of music can be appreciated when it is understood that the music will radiate, so to speak, from probably one hundred dufferent trumpets scattered over the immense arena. It is likely that these trumpets will be concealed in draperies or behind pedestals so it will be impossible to tell where the music comes from or to even see the little trumpets from which the more or less pleasing sound emanames.

Arrangement has been made to so distribute the trumpets that at each space there will be enough music to entertain the visitors and at the same time in no part of the Garden will there be any disturbance or noise, as is caused by the playing of a big brass band perched high up in the galleries.

The Garden Show is conducted on a very high scale, and as one result the souvenir hunter will go hungry. Distribution of buttons or other souvenirs are positively

#### COMING EVENTS

October 5, Philadelphia, Pa.—Philadelphia Motorcycle Club's meet at Point Breeze track.

October 5, Chicago, Ill.—Motorcycle races at Harlem track; open.

October 6, Valley Stream, N. Y.—Edgecombe Wheelmen's 20-mile handicap road race; closed.

October 6, Valley Stream, N. Y.—New York Division C. R. C. A.'s 10-mile handicap road race; open.

October 6, Philadelphia, Pa.—Stevens Wheelmen's 15-mile handicap road race; open.

October 6, Milwaukee, Wis.—Milwaukee Cycle Racing Club's postponed 12-mile handicap road race; open.

October 13, Valley Stream, N. Y.—West Harlem Wheelmen's 20-mile handicap road race; open.

October 13, Philadelphia, Pa.—United Cycling Clubs' first annual semi-century run and 30-mile handicap road race; open.

October 13,, St. Louis, Mo.—St. Louis Cycling Club's 15-miles Bellefontaine Handicap; open.

October 20, Valley Stream, N. Y.—New York Division C. R. C. A.'s 10-mile championship and 5-mile handicap; association members.

October 27, Bedford Rest, Brooklyn, N. Y.—New York Division, C. R. C. A.'s annual 100 miles record run; open.

October 13, Valley Stream, N. Y.—Edgecombe Wheelmen's one-half, one and two miles championships; closed.

prohibited, as likewise the display of price tags on machines. Horn tooting and other noises also are sternly forbidden.

#### New Phase of "Come-on" Game.

Not all the ingenuity in getting the best of the "dear public" in the sale of bicycles is confined to storage concerns on the island of Manhattan. A London aggregation has hit upon a scheme which is calculated to make them the envy of the cis-Atlantic fakirs. They advertise extensively, offering a low priced bicycle at a shilling a week, the machine to be delivered when the money is paid. The latent ambiguity of the offer is one of artful intent. It does not say that the cycle will be delivered upon the payment of the first shilling, as the casual reader might suppose. Therefore when the "sucker" sends his shilling he gets a polite acknowledgement, together with an explanation that he must, of course, pay a shilling each week thereafter until the full price of the bicycle has been remitted before the machine will be sent him, and that if he fails to keep up the payments he will lose what he has already sent.

#### FOREIGN TEAMS FOR SIX-DAY RACE

Powers Engages a Number of New Men— Noted Names Missing—Probable American Contestants.

With the arrival of P. T. Powers in New York City on Wednesday, plans for the forthcoming international six day bicycle race which will be held in Madison Square Garden the week of December 9 to 14, have begun to assume shape. Powers took his first long vacation in many years and six weeks ago sailed for Europe to attend the Irish Industrial Exposition at Dublin and to engage the foreign riders for the long grind.

He spent but five days in Paris, but says that Victor Breyer and other noted sports promotors kept him on the go from early in the morning until late at night, but notwithstanding he found time to interview the best prospective six day race timber and make his selection. The exclusive announcement in this issue of the Bicycling World of the foreign riders who will compete in this year's race will be in the nature of a surprise to many, as several of the old familiar riders are left out.

The riders that have been engaged are as follows: Louis Darragon (France), Petit-Breton (France), Walter Rutt (Germany), Johann Stol (Holland), Carlo Vanoni (Italy), Antonie Dussot (Argentine Republic), Harry Reynolds (Ireland), John Reynolds (Ireland), Edmond Jacquelin (France), and George Passerieu (France). This is a most promising field of aspirants, but it will occasion much surprise that Arthur Vanderstuvft, who been Stol's team for many years, has been left behind. The Georget freres also will remain at home.

No teams have been formed as yet but the pairing almost can be figured out. It is very probable that Darragon, who is the world's champion pace follower, will form an alliance with Breton, and that Rutt and Stol, which team practically is assured, will make the most formidable of the foreign pairs. Two new faces will be those of the Reynolds brothers—Harry and John—of Ireland. They will team, of course. Harry Reynolds has been professional champion of the Emerald Isle for several years and his brother John won all the Irish amateur championships this year. He will turn professional to ride in the race.

How the remaining four riders will be mated can only be surmised. Jacquelin and Passerieu would make a genuine French team. The first named is an old world's and tri-color champion, and Passerieu is a long distance rider of some fame. In the event of this team that would leave Vanoni and Dussot to ride together. Vanoni competed in last year's race and made an excellent showing. He has been in New York all summer in the capacity of an athletic

instructor, and has kept in condition. He returned to Paris only a few weeks ago.

No American riders have been signed, but naturally they all are making plans and prospective candidates will have a chance to show their staying ability in the Boston six days, ten hours a day race. The riders who have signed for the Hub grind are liable to receive a jolt, for it is saft to assume that Powers will not allow the riders to team in the Boston race the same as they will in the New York affair, and as most of the teams have been formed this way there may ensue a general shuffling. To have the same teams in both races would destroy interest in the race that came last.

Joe Fogler, who won last year's grind, wants to team with Moran of Boston, and the pair already have reached a mutual understanding. Root of New York, Fogler's mate last year, had it announced this week that he would ride with Hugh MacLean, Walthour's partner in the last race. Walthour is said to be going to ride with Matt Downey and Krebs and A. W. MacDonald are spoken of. Bardgett and Logan also are possibilities. Hardy Downing, runner-up to Fogler in the last race, and Norman C. Hopper, have agreed to help each other, and no six day race would be complete without the Bedell brothers.

Charles A. Sherwood, the amateur champion, wants to break into the cash-chasing ranks, though why he should want to mingle with the "pros" is not apparent, as he does not need the money. Carl Limberg, one of California's fastest, is Sherwood's choice.

#### "Rough-housing" Motorcyclists Punished.

As a result of the "rough-house" proceedings at the Bay Shore control during the recent motorcycle economy contest on Long Island, Chairman Douglas, of the Federation of American Motorcyclists' competition committee, has suspended for one year Howard K. Wray, of Bay Shore, and Robert Brazenor, of Brooklyn. Wray was the competitor and Brazenor the checker who engaged in the fracas. Mr. Douglas conducted a painstaking investigation, seeking out the testimony of several disinterested witnesses, all of which showed that the official was not free from blame. It was proven that he made a wholly unnecessary and disparaging remark when Wray arrived at the control with his seal broken, which remark led Wray to turn loose a flood of such strong language that Brazenor was provoked into striking the first blow. W. H. Wray, Jr., elder brother of the other Wray, who also was mixed up in the affair, and who had been suspended pending investigation, and as a result was not permitted to ride at the Morris Park meeting last Saturday, was relieved of further punishment. The evidence showed that he had merely wrestled with Brazenor in an effort to take from him a heavy wrench or seal punch which he held and which he (Wray) not unnaturally feared he would use on his brother.

#### FINAL BLOW DEALT OUTLAWRY

Bay View Wheelmen Quit "The National Federation of Amateur Cyclists"—

Close of Unsavory Comedy.

All that remains to bring to an end the little three-act comedy of outlawry that was enacted this season is the final ringing down of the curtain. It is likely that the spectators and actors will not wait for the lowered drop as the third and final act was played on Thursday night, 26th ult., and the climax having been reached the show naturally is without interest.

The third act of "The National Federation of Amateur Cyclists, or Outlawry with a Vengeance," was played to a full sized house in the club rooms of the Bay View wheelmen, at Newark, N. J. The climax was reached when that organization voted to withdraw its support, numerically and financially, from the National Federation of Amateur Cyclists. The vote was practically unanimous and leaves the "outlaws" without either a president or a secretary, both of those officers having been presented to disgruntled Bay View men in order to induce that club's support.

The action taken by the Newark organization is not surprising. It was expected that sooner or later the Bay Views would discover that they had allowed the wool to be pulled over their eyes and would wash their hands of the whole affair.

When in March this year the National Cycling Association professionalized several New York racing men, the punished riders and their aggrieved friends decided to form an opposing association, the Bay View Wheelmen were induced to lend their aid to the movement, through the misrepresentation of a few of its members, who also had grievances. They conducted the classis Irvington-Millburn road race under outlaw auspices and immediately it lost all the honor that for so many years had surrounded it. The race was a failure in almost every sense.

The outlaws promoted several other races but with indifferent success, and finally staked their all on a "grandstand play" a few weeks ago in the form of a race on the Coney Island Cycle path, out of which so much came that the "outlaws" were moved to cast out one of their shining lights and to "suspend" A. G. Armstrong, their treasurer, who also happens to be president of the Century Road Club Association, who claimed to have formed the so-called N. F. C. A., although his claim is disputed by two other fellow Brooklynites. This scandal and the resultant non-payment of the chief prize, a piano, has utterly demoralized the outlaws within their own ranks. The withdrawal of the Bay View Wheelmen will prove in the nature of "knockout drops."

## There's Reason

Reason why it continued to sell even we Reason why bicycle riders took to it as the Reason why dealers have taken up the Reason why Police Departments all over the Reason why it is the largest selling high-gr

### And Here is

Because The Racycle is and always was built on absolutely correct Not "how cheap" but "how good" has been the constant aim of the makers.

Because The Racycle Crank Construction is such that the greatest pohills that are simply impossible on an ordinary bicycle can be easily clim

Because the manufacturers annually spend thousands of dollars for of The Racycle and its Crank Hanger, creating a demand for the deale does for his agents what we do for ours?

Because The Racycle is strong, durable, easy running and reliable. Racycles for the use of its Police Squad. Atlanta, Ga., Augusta, Ga., I

having "Racycle" Police Squads.

Because The Racycle is built of the best that money, material and we say we will give. The factory stands squarely behind every wheel Racycle is the easiest running high-grade wheel manufactured, and this

### The Most Popular WI

We want agencies in every city and town in the United States. If you don't take it, some one else in your locality will. Now is your chance.

### The Miami Cycle & Mfg. Comp

## in the Racycle

e demand for ordinary bicycles fell off. and most comfortable means of getting there. f it in preference to ordinary bicycles. select THE RACYCLE for their bicycle squads. eel in the world—

### he Answer

nical principles and quality has always been considered rather than profit. act that our 1907 sales increased just 64% proves that their aim is correct. stance can be covered with the least exertion on the part of the rider, and Racycle. Don't you think that bicycle riders appreciate that? gents, educating the riders, explaining to them the superior advantages and making customers. Where is there any bicycle manufacturer who

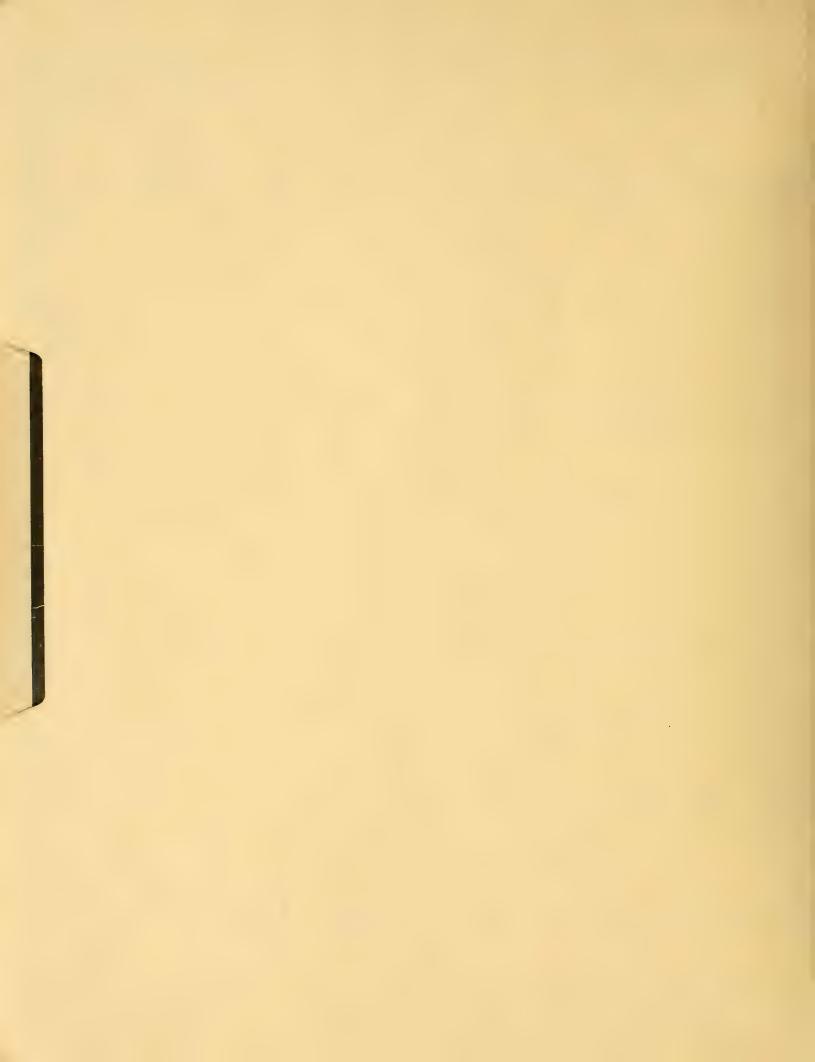
in the past week the Louisville, Ky., Police Department purchased 25 Ga., Buffalo, N. Y., Elmira, N. Y., and Cleveland, Ohio, are other cities

inship can produce. We advertise and give to riders and dealers what turns out and our guarantee is as good as a government bond. ir progressive and co-operative business policy has made it

### in the World To-day

1908 Prices Furnished Upon Request

F. M. JONES
Pacific Coast Representative Middletown, Ohio
SACRAMENTO, CALIF.



# There's Reason in the Racycle

Reason why it continued to sell even when the demand for ordinary bicycles fell off. Reason why bicycle riders took to it as the easest and most comfortable means of getting there. Reason why dealers have taken up the sæ of it in preference to ordinary bicycles. Reason why Police Departments all over the contry select The Racycle for their bicycle squads. Reason why it is the largest selling high-grad wheel in the world—

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Because The Racycle is strong, durable, easy running and reliable. Within the past week the Louisville, Ky., Police Department purchased 25 Racycles for the use of its Police Squad. Atlanta, Ga., Augusta, Ga., Mon, Ga., Buffalo, N. Y., Elmira, N. Y., and Cleveland, Ohio, are other cities having "Racycle" Police Squads.

Because The Racycle is built of the best that money, material and wrkmanship can produce. We advertise and give to riders and dealers what we say we will give. The factory stands squarely behind every wheel the it turns out and our guarantee is as good as a government bond. The Racycle is the easiest running high-grade wheel manufactured, and this whour progressive and co-operative business policy has made it

## The Most Popular Whel in the World To-day

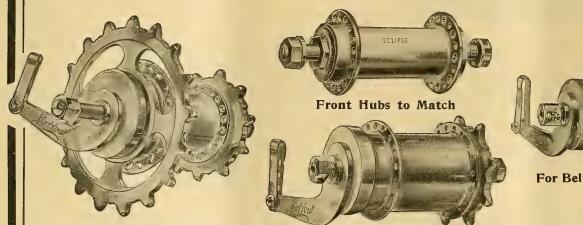
We want agencies in every city and town in the United States. If you don't take it, some one else in your locality will. Now is your chance.

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The Miami Cycle & Mfg. Compay, (F. M. JONES Pacific Coast Representative SACRAMENTO, CALIF.) Middletown, Ohio

# Morrow Quality and Morrow Facilities

are at your disposal for your next season's requirements of Front and Rear Hubs.





For Chain-Drive Motorcycles

For Bicycles

### Of course

it is needless to say that on bicycles and motorcycles the **Morrow Coaster Brake** will be as it has always been, first among the best.

Eclipse Machine Company, ELMIRA N. Y.

#### KIMMSWICK HILL BALKS M'CREA

Hump too Much for "Champion"—Hazard
First in Motorcycle Climb— Bersch
Wins Bicycle Event.

St. Louis, Sept. 30.—"Pride goeth before a fall"—and before a hill, too, occasionally, as was discovered by J. Nash McCrea, sometime champion of Illinois and Missouri, who journeyed down to St. Louis Sunday morning, September 29, to distinguish himself on Kimmswick hill, one of the biggest

1 minute 37 seconds, 16 seconds faster than John Hurck, who rode a 2½ Indian. Hazard's ride was not hazardous because the hill has a splendid surface, and although of an S shape, the turns are wide; there were, however, a few water breaks that had to be reckoned with. T. Bahnsen, on a 2½ Manson, finished third, but 2 seconds slower than Hurck.

When the contestants in the bicycle event were ordered to get ready, things grew more interesting. Nearly all thought the event belonged to the veteran, Harding. Young Robert Bersch had many admirers, Julius Schaefer, of the South Sides, was

before, was viewed with considerable misgivings. Coming to the actual contest, the
first man to be sent away was L. M.
Stringer; he plugged away right faithfully
and his marble white face made it very
plain to those on the summit of the hill that
it was ever so much more fun to look on
than to participate. Next came Schaefer,
who went up at a steady fast clip, negotiating the distance in 4 minutes and 15 seconds. Fred Windt was the third man and
took 4 minutes 23 seconds to get up, A. G.
Harding was next, and needed 1 more second than Windt. It surely looks as though
"Bert" were beginning to get old.



KIMMSWICK HILL AND THE USUAL METHOD OF REACHING THE TOP

of the De Soto upheavals. McCrea was lured out on this fine old highway by a St. Louis detachment who were deeply interested in finding out just what kind of an impression the country would make on the stranger. Before going very far the chain of his machine broke and he was taken in tow by Robert Bersch.

The run out of St. Louis on this pike while strenuous enough, is nothing compared to what it is on the return, and by being pulled along, and walking up the heavy grades with a good companion, the Illinois flyer really did not realize just what he was going up against. His case will be subsequently dealt with.

It was one of those ideal days of early autumn and by 2 p, m. there was a big array of cyclists, motorcyclists and automobilists scattered along Kimmswick hill, nearly all discussing and sizing up the abilities of the several aspirants for fame as hill climbers.

The first event to be called was the motorcycle contest, and while there were all kinds of machines, from the standard chain and belt driven types to the 4-cylinder F. N., and "specials," that looked as though they might have been designed to haul heavy loads at so many miles per hour, there were only six starters, representing three machines, all chain driven. The contest was thus robbed of a great deal of interest.

Frank Hazard, on a 3 horsepower R-S, won in a walk, rushing over the 4/5-mile in

known to be one who had to be taken into serious consideration, and McCrea, who landed the Solomon hill climb a few weeks



1 FRED WINDT. 2. JUL. SCHAEFER. 3. ROBERT BERSCH.

Robert Bersch was the fourth man, or lad rather, and it easily could be seen that he was going faster than any of those who had preceeded him. It seemed as though every one on top of the hill was a Bersch admirer, for as soon as he was sighted coming around the turn there was a cheering and shouting that was remindful of the days in 1887 when Hal Greenwood, the St. Louis "king," defeated John A. Wells, of Philadelphia, for the world's championship on this same hill. Bersch finished smiling and with a sprint. Time, 4 minutes flat. Nor was this all, for he immediately went back for a sweater and then rode up a second time with apparent ease.

There was an ominous silence when McCrea, the fifth man, was pushed off, but it soon gave way to smiles. McCrea started like a rocket, but stopped as suddenly as though his wheels had become glued to the road when he struck the hill proper. He found he couldn't even ride up, and his finish was the regular Chicago style; that is, he bargained with a native to haul him to the nearest railroad station, and swore that never again would he be seen in that country; his parting shot was that he would show the St. Louis "gang" something in the coming road race.

Two other starters completed the event, A. G. Blue and H. W. Lang. The latter's climb was noteworthy because of the fact that he used the highest gear, a 68, and had been on a long tour, incidentally climbing all of the other De Soto hills, it being generally regarded a good performance for a rider to climb all of the hills on a single run. McCrea came to his grief on a 70 gear, while Bersch used the lowest, a 59.

No one appears to know just what is the actual grade of the hill. For the entire eight-tenths of a mile it looks as though the rise might be 1 foot in 6. The automobiles that ascended came at a slow speed, the rear wheels slipping more or less and the car having an oscillating motion in the rear as a result. A native who witnessed the hill climb, when informed that the winner's time was 4 minutes, was greatly surprised and declared that he once drove a horse up in 5 minutes, but that the horse died the next day. The Bicycle World's correspondent never has been able to ride up, and on a hot day the climb on foot is indeed no

joke, especially as there is no refreshment pavilion on the summit. Of the hills he had occasion to sample in the east a few years ago, two were Fort Lee and Fort George.

He could ride up these grades without serious inconvenience, and can say without exaggerating matters that these grades are mere ant-hills compared with Kimmswick.

Racycle

Pierce

Pierce

Pierce

Tribune

#### Summary of motorcycle climb:

	Contestant.	Club.	'Machine.	H. P.	Drive.	Time.		
1.	F. HazardSt.	L. M. C.	R-S	3	Chain	1:37		
2	John HurckSt.	L. M. C.	Indian	21/4	Chain	1:53		
	T. BahnsenSt.		Manson	2½ 2½	Chain	1:55		
	A. SanehezSt.		Indian	21/4	Chain	2:05		
	R. Wilson St.		Indian	21/4	Chain	2:07		
	J. AndersonSt.		Indian	21/4	Chain	2:10		
Summary of Bicycle climb:								
	Contestant.	Club.	Timé.	Gear.	Bi	cycle.		
1	R. BerschSt.	L. C. C.	4:00	59	Pier	ce		

#### Los Angeles Motorcycle Club Takes Stand Against Open Mufflers.

J. Schaefer ......St. L. F. Windt ......St. L.

A G. Harding .....St. L.

H. W. Lang ......St. L.

Stringer .....St.



Los Angeles Clubmen in Front of Clubhouse.

Los Angeles has become so aroused by the open muffler nuisance, that the press and public alike are demanding that it be suppressed and as a result the mayor has promised to lend his assistance in that direction. The impending crusade has stirred the Los Angeles Motorcycle Club to action and in an open letter to the public it clears the skirts of its members and points the way by which the "nerve-shocking annoyance" as the irritating bark of open mufflers is styled in Los Angeles prints, may be checked.

"For months and months we have been making a direct crusade against the open muffler business, and all members of the club are forbidden to open their mufflers within any city or town limits," says the club's communication. "We wish it to be

generally known that those riders of motorcycles making this 'pop-gun' noise, which causes so many complaints, are nonmembers of the Los Angeles Motorcycle Club.

"We further wish to enlighten the public on the mechanical construction of the muffler. Each and every standard stock machine is equipped with a muffler, but, unfortunately, many are further supplied with a cut-out, which is the deadly weapon used to make a good invention unpopular with the general public. The general impression that the machines have no muffler or cannot run silently is wrong, and it only needs an ordinance rigidly enforced to prove this fact.

"If we are informed rightly, some time ago there was an ordinance passed prohibiting this practice, and nothing would please the club more than to see this enforced."

#### "Shooting up" the Motorcycles.

While John Seidmore and James Richwine were returning from Kokomo (Ind.) after night on their motorcycles, near Curtisville, they were stopped by a man who stepped from the woods, flourishing a revolver and ordering them to stop. The boys attempted to ride around the man, and he fired a shot which punctured the rear tire of Seidmore's machine and disabled it. Seidmore abandoned his motorcycle, and springing up behind Richwine, they rapidly rode away. Later they returned and found the "dead" machine in the roadway.

#### SAN FRANCISCO TAKES TO RACING

First Indoor Meet in Many Years Attracts
Enthusiastic Crowd—DeMara Makes
Good on Home Track.

San Francisco, Cal., Sept. 26.—This city had its first indoor bicycle meet in many years last night. Talk of how an indoor track in the Golden Gate city would be a profitable investment has been so plentiful for a year or so that the meet last night was in the nature of a test, with the public as judge. The meet was held in the Pavilion skating rink and the house was packed to the doors. Every seat had its occupant and the arena was packed with spectators. So much enthusiasm was manifest that there is every probability that a properly banked saucer track will be erected in San Francisco very shortly. The riders last night were, of course, handicapped by a flat floor and spills were numerous, but fortunately no serious accidents resulted.

The match race between Walter DeMara, whose whirlwind riding at Salt Lake City this season caused the cycling world to sit up and take notice of this young bowlegged prodigy, and F. H. McLaughlin, was somewhat of a farce. Some jealous San Franciscans, have been prone to belittle DeMara's ability and even hint that his Salt Lake performances were creations of a fanciful brain. So they dug up F. H. Mc-Laughlin, who also is pretty speedy and banked upon him to beat DeMara. There was dismal howling in the McLaughlin camp. DeMara assumed the lead at the start and despite a high gear he raced away from McLaughlin as if he was anchored to a buoy. The farther the race progressed the greater became DeMara's lead.

Five teams started in the three mile pursuit, the Bay City, New Century, Central City, Golden City and Oakland Wheelmen. The race resulted in a dead heat between the Bay City and New Century representatives. Although he fell in the two-mile handicap, F. Diver remounted and rode a game race, almost tagging Schou (90 yards) at the tape. Al the races were exciting and the close finishes kept the spectators on tip toe all evening. The summaries:

Half mile open—First heat won by W. Penaluma, N. C. W.; second, V. Doyle, C. C. W. Time, 1:12½. Second heat won by F. Diver, N. C. W.; second, D. Cameron, C. C. W.; third, J. Curran, G. C. W. Time, 1:08½. Final heat won by Curran; second, Doyle. Time, 1:14½.

One mile match between Walter DeMara and Fred H. McLaughlin—Won by De-Mara. Time, 2:18.

Two mile handicap—Won by N. Schou, G. C. W. (90); second, F. Diver, N. C. W. (10); third, H. Hart, G. C. W. (80). Time, not taken.

Three mile team pursuit—Dead heat between Bay City Wheelmen (Daggett, Mc-

Laughlin and Vannier) and New Century Wheelmen (Diver, Penaluma and Belzer).

#### What Gear Figures Mean.

While it may appear hoary to the veterans, to some of the younger generation in cycling it is a bit puzzling to know just what is meant by a 90 gear or a 56 gear, and to just what it is that the figures refer.

The terms of bicycle gearing have their base on the days of the old "ordinary" or high bicycle with a big wheel, over which the rider sat, followed by a little wheel in the back. It is apparent that the bigger the front wheel, the farther the rider would go for each revolution of the pedals. When the "safety" bicycles came in the makers had to explain to their customers that the



NEW YORK BRANCH: 214-216 WEST 47TH ST.

machines would go as far with one revolution of the pedals as an "ordinary" bicycle having a front wheel diameter of 40 inches or 56 inches, as the case might be, according to the number of teeth in the sprocket wheels of the chain drive. Thus a "safety" having a 28-inch rear wheel and having twice as many teeth on the front sprocket as on the rear wheel sprocket will revolve its rear wheel twice for one revolution of the pedals, and is, therefore geared to 56 inches, as twice 28 is 56, and the machine goes just the distance for one pedal revolution that it would if the pedals were attached direct to a wheel 56 inches in diameter.

The ease with which the modern bicycle is propelled makes high gearings desirable. Many of these are much greater than was ever represented by any of the old "ordinary" machines, since there were obvious practical difficulties in a rider going astride a wheel 110 or 120 inches in diameter with any idea of reaching the pedals. An "ordinary" of 120 inches would have a front wheel 10 feet high, which would make the pedals at the low point about 6 feet from the saddle,

#### WALTHOUR HAS NARROW ESCAPE

American Thrown by Accident to Another Rider—His Injuries Serious, but not Dangerous.

Robert J. Walthour, than whom no American pace follower is better known, was seriously but not fatally injured, in a terrible accident at the Spandau track, Berlin, Sunday, 29th ult. The accident occurred in a 100-kilometre motor paced event and according to cable dispatches, a tire on a pacemaking machine burst, throwing the rider, who broke his right arm and suffered other injuries.

An ambulance attendant ran across the track to assist the injured rider. Walthour, paced by Hoffmann, just then came around the turn, going at a terific pace. Hoffman could not turn out of the way of the ambulance attendant and the heavy pacing machine struck the man, killing him in stantly, it is stated. Hoffmann and Walthour were thrown heavily and both sustained injuries. Walthour was the worst hurt and he was removed to the hospital in an unconscious condition. He was found to be suffering from a slight concussion of the brain, but recovered consciousness on the following day.

No pace follower has had worse luck this season than has Walthour. His first fall was at Erfurt, Germany, on May 5th, when he was rendered senseless. One week later at Leipsic he got another bad tumble, which dislocated his left shoulder and kept him off the track for several weeks. On June 2, at Plauen, he received a third fall and it was after this that he decided to come to America. He considered the continental pace following game, with its high powered motors and abnormal pace, too dangerous for a family man.

Walthour came to America on June 15 and rode in several races at Revere Beach, following which he went to Salt Lake City and remained there all the season. Before he left, however, he told frinds in this city that he would never return to Europe, but would forfeit his contract if necessary, rather than endanger his life. It was a surprise therefore, when the Atlantan, yielding to the call of dollars, reversed his decision and two weeks or so ago sailed for Europe. It was in his second race upon his arrival there that this accident happened.

#### Edgecombe Wheelmen's Racing Plans.

Although they have taken no active part in the promotion of races this season the Edgecombe Wheelmen will be internally busy the next few weeks. To-morrow (Sunday) at Valley Stream the club will hold a 20 mile handicap for members, and on the following Sunday, the 13th, the first of the club's championships will be run. The events will consist of a half, one and two mile scratch races.

#### ON EUROPEAN ROADS AND TRACKS

Passarieu Winner of Paris-Tours Race—
Horse Defeats Cyclist and Pedestrian
—Walthour First at Dresden.

George Passerieu, who despite his French name is an English born son of French and English parents, and who will be one of the prominent foreign contenders in the forthcoming six day race, won the annual Paris-Tours road race on September 22. Passerieu covered the 245 kilometres (about 145 miles) in 7 hours and 37 minutes. The finish was remarkably close, the first four riders being bunched. Andre Pottier, a brother of the late Rene Pottier, was a length and a half behind, and a half length back of him finished Emile Georget. Plataue was two lengths behind Georget. Thirty-eight riders competed in the race, for winning

extra prizes and bonuses.

A most unusual match race took place at the winter track, Paris, on Sunday, 22d ult. The race was for 5,500 metres between Thuau an old French champion, who rode a race horse; Vanoni, on a bicycle, and Cibet, a champion runner. The horse won from Vanoni by one lap, covering the distance in 16:10. The runner finished one lap behind the cyclist.

which Passerieu received \$100, exclusive of

Walthour won the 25-kilometre race at Dresden on September 22, winning from Vanderstuyft, but the Belgian turned the tables on the American in the hour race. Yvan Goor finished third in each race and John Bedell was fourth.

Darragon won the four-cornered paced race at the velodrome Buffalo, Paris, on the 22d ult. In the first heat Darragon met Collins, the young American, and beat him by five and a half laps. In the second heat Collins defeated Hugh MacLean by 21/2 laps, while Darragon finished the same distance ahead of Simar in the next. The last heat was between Darragon and MacLean, and the latter lost by four and one-half laps. The final placing gave Darragon the victory with three points, while the other three riders were tied with one point each. Walter Rutt and Oscar Schwab shared honors in the sprint races, the German taking two and the American one.

American Champion MacLean defeated Simar in a 25-kilometre paced race at the velodrome Buffalo on September 19. Time, 21:28%. Simar in turn beat Elmer J. Collins, of America. Walter Rutt won an easy victory in the Grand Prix Frank Kramer.

"Woody" Hedspeth is certainly riding like a champion. On the 22d ult. he met Charles Vanden Born, champion of Belgium, in a match at Brussels. The Belgians did not relish it, but they had to see the American negro lead their champion across the tape twice in succession. Hedspeth also won the international handicap

from scratch and finished second in a tandem race.

#### Taunton to Montreal and Back.

For variety in roads, variety in hills, and variety in many other ways, not to mention the all-important item of scenery, Canada is a touring ground that is hard to beat. Felix Beauvais and his friend Pacific Perra say it is so, after having ridden there and back on their Yale motorcycles—1,500 miles and more, and they know. All the way from Taunton, Mass., to Montreal and Ottawa, with all the little towns that lie be-



PACIFIC PERRA

F. P. BEAUVAIS

tween, they went and in two weeks time they were back again, having seen many things and formed this opinion.

"It is not as though you were riding in the 'States,'" they say. "There the roads are bad enough and the hills all too many for comfort. But in Canada, you get everything. The hills may be many and steep in one place, and the roads very bad indeed, but the view is grand. Another time the roads are fine and level for a little way and you are glad you came. Then more bad roads and little hills that are all against you, and you wish you were back home again and never had come. But it is all the same in the end, and you think maybe you will come again next year.

"Taunton to Montreal, 300 miles in three days—that means a great deal in the way of sand and hills. After that, the pace was more in keeping with the up and down of the hill country. It had to be so as we got on toward Ottawa. We were caught in the rain, the roads turned to clay, the clay turned to grease, and we had about fifteen tumbles in all before our ride was over for the day. But what else can you expect when it rains?"

Rain last Sunday caused a postponement of the 12-mile handicap road race scheduled by the Crescent Bicycle Club, Baltimore, Md. The event is set for to-morrow (Sunday).

#### FOUR VICTORIES FOR VAN SICKLE

Captures Three Motorcycle Events at Freeport Automobile Meet—Then Makes Best Time for the Day.

Although intended as an automobile meet with a few motorcycle races on the card as an added attraction, the opposite proved the case at Freeport, Ill., on Tuesday, 24th ult. The weather was cold and clammy and the 1,000 spectators were not in good humor at the uninteresting runaways of the mobiles. They were restored to good humor, however, by the exciting finishes in the motorcycle events and actually enthused when Charles W. Van Sickle, of Hammond, Ind., rode a time trial and made the fastest time of the day, in 1 minutes 16 seconds.

Five riders lined up for the five miles open from a standing start, and the quintet put up a fast race considering the heavy wind that swept up the stretch. Van Sickle (Indian) won out in a driving finish from Dodge, Monroe, Wis., (Indian). F. F. O'Dell, also of Monroe, was a close third. Time, 6:43½.

The three mile for singles also resulted in a victory for Van Sickle, with O'Dell the runner-up and R. H. Comstock (Harley-Davidson) third. Time, 4:19½. Although there were only two entries in the two miles for multi-cylinder machines, the race was exciting all the way. Dodge and O'Dell, both on Indians, kept together from start to finish, the former winning in the last stretch.

Van Sickle claimed that he could make the fastest time of the meet, and he was allowed to make the trial on his single Indian. He got away from a flying start and covered the lap without a miss, the watches recording 1:16, which was the fastest time of the meet. The summaries:

Five mile motorcycle, open—Won by Charles W. Van Sickle, Hammond, Ind. (Indian); second, Lewis Dodge, Monroe, Wis., (Indian); third, F. F. O'Dell, Monroe, Wis. (Indian); fifth, C. W. Avery, Rockton (Harley-Davidson). Time, 6:42½.

Three miles for single cylinder motorcycles—Won by C. W. Van Sickle (Indian); second, F. F. O'Dell (Indian); third, R. H. Comstock (Harley-Davidson); fourth, C. W. Avery (Harley-Davidson). Time, 4:19½.

One mile motorcycle exhibition, flying start—By Charles W. Van Sickle, Hammond, Ind., (Indian). Time, 1:16.

Two miles, double cylinder motorcycles—Won by Lewis Dodge (Indian); second, F. F. O'Dell (Indian). Time by miles, 1:28 and 2:46.

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.

#### PHILADELPHIA PLANS NEW ACTIVITY

Clubs Associate to Promote a Campaign of Sport—Half Century Run and Road Race as Openers.

There was a time when a person remaining for any length of time in Pennsylvania's Quaker City became so molassesfied that he was described as having the "Philadelphia feeling," which indisposition was somewhat akin to the movement of trains on the Deerie Railroad. So far as cycling interests are concerned all that is past, for it is doubtful if there is any city in America where interest in amateur cycle racing is more rampant than in Philadelphia; New York being the center of civilization, is excepted.

When everybody rode bicycles and borrowed their neighbors' if they didn't have their own mounts, Philadelphia boasted of an organization known as the Associated Cycling Clubs. New York and other large cities had associations of cycling clubs, but they all dropped through to China or some other place. California is the only section that retained its association.

Philadelphia has several hard workers in its midst of Quakers and shade trees, but the one that everybody considers the most energetic is W. Richard Stroud in business, plain "Dick" in the club. Stroud, assisted by the other afore-mentioned hard workers, has hit upon the idea of the rejuvenation of cycling club associations that could be copied advantageously in other cities.

Without blustering about it Stroud got the other clubs together and they have formed the United Cycling Clubs of Philadelphia, composed of the Stroud, Stevens and North Penn Wheelmen; the H. B. Y. Cyclers and the North East Wheelmen's Association. The dominant idea in getting the clubs together was to have them work together in making Philadelphia a greater cycling city and, realinzing that the time to strike is when interest is greatest, the new organization will start its campaign ball rolling on Sunday, 13th inst., with a big half century run and 30-mile open handicap road race.

If their efforts meet with success and the approval of the weather man, the initial attempt ought to be in the nature of an eye-opener to Philadelphia. The city has been flooded with alluring colored posters and entry blanks for the race have been sent to all the cycling clugs in the East.

The half century run, which will start from Broad and Spring Garden streets, at 8.30 a. m., and proceed to Waterford, N. J., over the White Horse pike, will, to quote the poster, afford "an exceptional opportunity for an enjoyable day's outing a-wheel in select company." The road race will start from Waterford at 2 p. m., the handicap limit being 15 minutes. The course has

been arranged so that the riders will be in full view of the spectators from the start to the finish. The United Cycling Clubs have provided twenty place and five time prizes, headed by bicycles, which makes it more than likely that the race will attract the pick of road riders from New York, Brooklyn, Newark, Philadelphia and Atlantic City.

#### Court Defines 100-Foot Interval.

Of interest to motorcyclists who use New Jersey's roads is the result of the first test case under the new Frelinghuysen law, because although it was an automobile that was involved, motorcyclists are governed by the same regulation, which covers a rather debatable point. Harry Parker of Glen Ridge was arrested in Montclair for violating the speed law on Orange road. Recorder Henry L. Yost, before whom he was arraigned, fined him \$20 for violating subdivision No. 2 of the law which restricts the speed of motor vehicles to 12 miles an hour on highways where the houses are less than 100 feet apart.

Parker brought an appeal before Judge Ten Eyck at Newark, and the latter decided that he had not violated the subdivision in question. Judge Ten Eyck pointed out that while the number of houses on both sides of the 2,600 feet road where the alleged overspeeding occurred would make it appear that they were less than 100 feet apart, such a method of calculation was wrong, for the reason that only the houses on one side of the road should be considered. On the side having the greater number of houses the total was only 17, so that they averaged more than 100 feet apart and Parker was therefore not bound by the 12-mile limit specified in subdivision No. 2.

#### Pennsylvania's New Tags Yellow.

From the motorcyclist's standpoint, the Pennsylvania tags for 1908 will be of a fitting color—yellow. They will be as big and as heavy and as much like a placard as heretofore, and give motorcyclists as much trouble as their red and their blue predecessors. Like the law which requires that \$3 be paid for a pair of the tags each year, they are designed for use on the fronts and rears of automobiles, but the wise men of Pennsylvania ruled that motorcycles also are subject to the law and the w. m. care not for the rider's convenience.

#### Bicycles for Kansas City Cops.

Kansas City is contemplating the purchase of a number of bicycles and motorcycles for the use of the police department. The plan is to organize a corps of "cycle cops" like that in New York, for controlling traffic and apprehending automobilists, for which machines will be required.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., ro4 Nassau Street, New York City.

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#### HOW HILLS ADD ZEST TO TOURING

Their Charm Extolled by a Convert to Climbing—He Shows the Advantages of Variable Speed Gear.

"Hills are the salt which perfects the flavor of the cycle tourist's life. Rubbish! say you, Mr. Weakshanks? Well, I will forgive you that rude interpolation, because to your under developed limbs I can quite understand hills, when of the upturned variety, can appeal only in the light of an overdose of mustard to your meat. But, no doubt, as time goes on, and when a prolonged course of pedal pushing has developed the larged the capacity of your lungs, you may larged the capacity of your lungs ,you may even think as I, and plan your holiday tour where the long stretches of level road are diversified by an occasional grind uphill and a glorious spell of free wheeling. I myself have evolved from a hill dreader to be a lover of the undulating type of country. Doubtless the improvement in the bicycle, and more particularly the introduction of the free wheel and variable gear, have had much to do with my conversion, for time was when my ideal touring country would have been, were it attainable, an endless track like the eastern counties of England or the central provinces of France, where one might travel eternally with never a hill to make the rider crook his back in the struggle to reach the top," writes Jock in Scottish Cycling.

"I have traveled far from that state of mind now, and were I compelled to favor a hilless country I am afraid cycling would lose its flavor for me, and I should seek a pastime less monotonous and less tiring. Yes, less tiring, my friend; for unless a man be trained like a twenty-four hours speed merchant there is no road so wearying to muscle and mind as that which lies through a really flat country. It means no cessation from work; though one may be spared the slow, laborious pedaling up a long or stiff gradient, there is, on the other hand, no rapid flight with idle pedals as one rushes down into the valley again. Without hills the country is wanting its most delightful aspect, it lacks variety, and robs the eye of that feast of beauty which is the greatest charm of touring.

"Would you deprive yourself of that superb view from a hill top that you might be spared the labor of attaining it, and as you descend the other side without effort, and note the landscape gradually closing in around you, until you plunge at last into a woody vale, possibly a hill-enshrined stream purling across or alongside the road, would you then begrude the effort that lies behind, or that further effort, with unknown possibilities of attendant scenic charms, that lies ahead? Even you, sir, to whom I addressed myself at the opening of this paper must surely consider the game of

hill climbing well worth the candle, and that, even though you may have to push your mount wearily afoot up the slope in order to enjoy it. If not, then your soul must be as attenuated as your muscles.

"But, after all, hills need have few terrors for us nowadays. They have, so to speak, been smoothed out, and rendered easy for even the weakest by that grand improvement to the bicycle, the two or three speed gear, an invention which has to a large extent reduced the gradient of the ascent while still leaving to us the delight of the descent undimmed. Perhaps you have been reading the learned disquisitions of my fellow scribes, in this paper and elsewhere, as to the utility or otherwise, road, and you may be harboring a doubt from a speed point of view, of a gear that can be shifted to suit the gradient of the road, and you may be harboring a doubt as to whether the thing is any real benefit to you, though you may have no desire to see how many miles you can cram into a day or a week. Well, I have very definite views as to the value of a changeable gear for speed work on a give-and-take road, but in this column speed work is the last thing to be discussed. We here eschew all thoughts of being in a hurry, for the man who hurries cannot be imbued with the touring spirit, he is merely a road traveler, and had far better spend his holiday gadding about behind steam or petrol, as his only object is to get there as quickly as possible. What you and I as touring cyclists have to consider is whether a variable gear will lessen labor, and enable us to travel in greater comfort. We are not concerned as to whether a man on a single geared mount can ride up a certain hill in so many seconds faster time than we can accomplish when we flick the little lever down and reduce the distance each revolution of the cranks will carry us by onethird. The question for us; as easy-going tourists, to decide is-Can we reach the summit of a hill more easily? Can we get there feeling less knocked up by the effort than had we pinned our faith to a gear fixed, as a sort of compromise, somewhere between what we can drive comfortably on a favorable road, and that which would enable us to tackle without distress any hill not of the freak order. Now, in this I contend the two-speed and three-speed gears have proved themselves undeniably success-

Used rationally—though I fear we do not all use the changes as rationally as we might—a rider will finish a hard day's riding over difficult country feeling less tired, and will resume operations the following day feeling less stale than if he had been compelled to travel all day on one speed alone.

"Though an over level country is not to my liking, I make no pretence of being a lover of laborious cycling. I had a delight, when fit, in the exercise, and love that exercise for itself; but there is a point beyond which exercise becomes hard labor, and, frankly, hard labor and I when I am on pleasure bent, do not agree. I do not think in this I am at all singular, for not even your hardened road scorcher, to whom the highway is but a broad, straightaway speed track, looks with any great pleasure on such obstacles as hills and head winds or heavy roads.

"It is as a labor saving device that a variable gear may safely take its stand, even though it might be proved—though I do not think it will be—that the average pace is reduced by its use. I look to the three speed type to win in the end, because it has all the advantages of two speeds, with the added benefit of a third for use when needed, and, as I am at present alternately using the one and the other, I am in a very fair position to make a comparison.

"To get the best out of a variable gear as a labor saver requires a certain amount of study. Because we can drop, say, from eighty to sixty, it does not follow that the latter should be switched on immediately a hill is encountered. Such a plan may be advisable under special circumstances, but as a rule it will be found better to start on the normal, and only switch down when the work becomes irksome. With a three speed gear, with a long, stiff climb ahead, preceded by anything in the shape of a down grade, I at times even make a start on the top speed in order to cover the firstfew yards with the assistance of the increase of momentum of the machine, than by slipping to the normal, and later, when the inevitable stiff bit is reached, switching on to the low gear, I reach the summit with a minimum of exertion. Whether I take more or less time than I would with a single gear I neither know nor care; but this I do know, that I am distinctly fresher and have taken less out of myself than I would have done had I not been able to reduce my gear when the necessity arose.

"The combination of a variable gear and a free wheel means the perfection of the touring mount. The former means the reduction of effort in ascending, the latter the total abolition of effort when descending, and if one is spared the evil of an interminable head wind, takes things easily, uses his free wheel unsparingly, and does not strain to accomplish a big mileage daily, cycle touring will be found of all ways of spending a holiday the most delightful."

#### Sunday Program at Valley Stream.

As rain stopped the individual handicap 100 miles record run of the Long Island Division, Century Road Club Association, last Sunday, 29th ult., the race has been indefinitely postponed, and a 25-mile handicap substituted. It will be held at Valley Stream to-morrow, Sunday. With the 10 mile open of the New York Division, C. R. C. A., and the 20 mile closed race of the Edgecombes starting and finishing at the same place, cyclists in the vicinity should not want for excitement such as Valley Stream often has witnessed on Sundays in the past.



## Indian

makes a clean sweep abroad as well as at home.

Mr. Theo. K. Hastings of Brooklyn, N. Y., mounted on his 4 H. P. Twin-cylinder INDIAN not only awarded a First-Class Certificate for durability, but also the Gold Medal for the best appearing machine in the recent six days' trial held by the Great Britain Auto Cycle Club.

The INDIAN was the only American representative in this conte t.

Hendee Manufacturing Co. Springfield Mass.

#### Rhyming Warning to Roadsters.

Cycling tourists through New England come upon many oddities in the way of road signs. Many of these are very old, being relics of Colonial days, with quaint directions for reaching various points or of getting to the Boston post road. But to the venerable collection a new one has been added, and it is to be found on the road entering East Hartford from the north. It is a poetical appeal, born of the automobile and modern road conditions, and reads as follows:

"Two miles of dusty road to Hartford Centre.

Keep on your leather blinkers till you enter.

BE FAIR—SLOW DOWN—and keep in mind

We have to eat the dust you leave behind."

#### Postponements Caused by Rain.

Rain in the West last week caused postponements of several events, a second postponement being made necessary for the Milwaukee Cycle Racing Association's 12mile handicap road race, which originally should have been run on Labor Day. It will be held to-morrow (Sunday), weather permitting. The Aurora Motorcycle Club's meet, postponed from last Saturday, has been set for to-day, as have also the motorcycle races at the Harlem track meet, at Chicago.

#### British Law Sets no Speed Limit.

In Great Britain, although motorcyclists and automobilists are restricted to so many miles per hour, the law applies no speed limit to the cyclist, other than that he shall not "drive to the common danger." As a result, in several instances in which motorcyclists have been arrested while pacing cyclists only the former have been haled to court and fined; the men who were "hanging on" at practically the same pace went

#### Will Refine Their Own Gasolene.

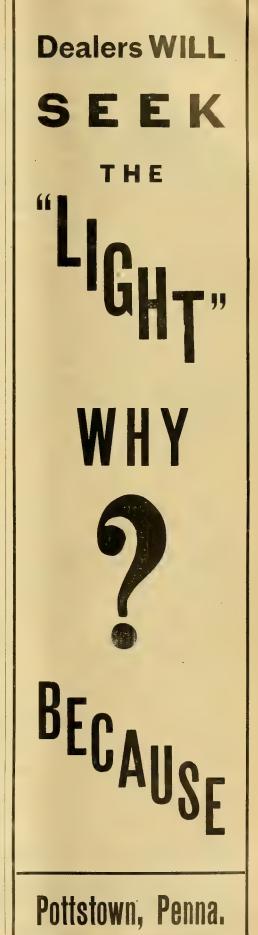
The German Motorcyclists Union has become not only ambitious, but aggressive. The price of gasolene being unduly high, as a means of effecting a reduction, the union is agitating the establishment of a co-operative refinery with motorists as the stockholders.

#### Washington Motorcyclists Get Together.

The Columbia Motorcycle Club is the title of the organization formed last week in Washington, D. C. Its officers are L. W. Davis, president; E. C. Gill, vice-president; and G. C. Bowle, secretary-treasurer.

The Catherine Wheel Club has been organized in Baltimore with ten members. Walter Scheller is captain, Fred Dawson lieutenant and Anthony Passaner colorbearer.

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.





#### 100%

In the Los Angeles-San Francisco 1000-Mile Endurance Run, in which only 7 of the 22 machines entered received perfect scores, there were 3 "WAGNERS" entered all of which finished with perfect scores. The only manufacturer represented with more than one machine entered to receive 100 per cent. perfect scores. Further comment is unnecessary.

Inquiries Invited Immediate Deliveries

WAGNER MOTORCYCLE Co.,

St. Paul

Geo. V. Lyons, 2384 Broadway, N. Y. City

wheels must have the best equipments.

There is nothing that gives more value for the money than the use of the

#### MORSE TWIN CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

> The only chain having Frictionless Rocker Joints. Insist on having the Morse Twin Roller Fits regular sprockets.

> > Send for Catalogue and Trade Price to

Morse Chain Co...

Ithaca, N. Y.

"VENUS"



SPARK PLUCS

for motorcycles, are separable for cleaning. Double Insulating mica, Indestructible. Metric No. 48. Half inch No. 32A. Price, \$1.50. Send for complete circulars. THE R. E. HARDY CO., New York City

36 Watts Street,

Duckworth Chains Bicycles or Motorcycles CHAIN & MFG. COMPANY Springfield,

#### The Week's Patents.

853,327. Cycle Stand. Clifton E. Singleton, New York, N. Y. Filed March 6, 1907. Serial No. 360,940.

1. In a cycle stand the combination of a folding frame provided with a laterally movable axle-bearing, and means actuated by the opening of the frame to front and rear to clamp said axle bearing against out ward lateral movement.

862,817. Grip Operated Controlling Mechanism for Motorcycles. Charles J. Gustafson, Reading, Pa., assignor, by mesne assignments, to Reading Standard Company, a Corporation of Pennsylvania. Filed Dec. 15, 1906. Serial No. 347,933.

In a grip operated controlling mechanism for motor cycles, the combination with a handlebar provided with a transverse shaft bearing, and a motor controlling lever, of an operating shaft for the latter having its opposite end mounted in said transverse shaft bearing and provided with a cog-wheel adjacent the handle bar, and a rotatable grip sleeve on the latter having a face wheel on its inner end arranged in mesh with said cog wheel.

863,040. Wheel. Alexander McLean, Brae Side, Ti Tree Point, New Zealand. Filed July 25, 1906. Serial No. 327,745.

In combination, a wheel comprising a rim, a pneumatic tire thereon, an independent protective ring parti-cylindrical in general transverse cross section but having an in-curved central portion adapted to touch the center of the tire throughout its length, the inside diameter of the protecting ring at the incurved portion being substantially equal to the greatest diameter of the tire when inflated, and a tread seated in the incurved portion.

#### "The A B C of Electricity."

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.



#### Reliable at all times Power to Climb Any Hill

Won 10 mile pursuit race and 3 mile race at Crown Point, Md., July 4, 1907, outdistancing all competitors.

Write for information.

ARMAC MOTOR CO.

472 Carroll Ave.,

CHICAGO.

The stone bridge is arched. The steel bridge is trussed.

#### **IVER JOHNSON Truss Bridge Bicycle**

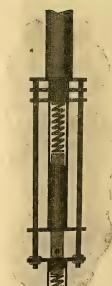
has the arched truss. Everything else about it just as perfect

Send for Catalogue and Agent's **Proposition** 



IVER JOHNSON'S ARMS & CYCLE WORKS FACTORY AND GENERAL SALES OFFICE 360 RIVER STREET FITCHBURG, MASS.

#### TORPEDO



#### WON

perfect score in 414 miles endurance run, Chicago to Kokomo and return. Geo. W. Lyon rode a stock machine and finished first, without any repairs or adjustments whatever.

Others put in a number of machines but sand and rough roads interfered.

It's the Torpedo Spring forks which make it so easy; they act same as a large tire, saving machine and rider.

The Hornecker Motor Mfg. Co.

INDIANA WHITING,

### MANSON



#### A Hill Climber

#### Thor Fittings

Latest performance with regular stock machine, September 2d. Winner of 15-mile handicap, also 2 and 5-mile open, at Birmingham, Ala. Send for catalogue.

Fowler-Manson-Sherman Cycle Mfg Co. 43-45 Fulton St.,

CHICAGO.

Volume LVI.

New York, U. S. A., Saturday, October 12, 1907.

No. 3

#### **KICHERER SAILS FOR GERMANY**

His Hopes Exceeded by His Success in America—He Reaffirms Belief in Light Weight Motorcycle.

Eugene Kicherer, the N. S. U. factory representative, who has been in the country for some two months "sizing up" the motorcycle situation, sailed for home this week. Before leaving he stated that he was uncommonly well satisfied with the results of his visit.

"I did much better even than I had hoped to do," he remarked.

Kicherer, who is a very likable man, journeyed as far west as Denver, which city in particular, he said, opened his eyes as to the use and possibilities of both bicycles and motorcycles. He added that he had found if easy to keep posted while here: he found the Bicycling World in evidence wherever he went. Whether his company will establish an American depot, he was not prepared to say. It is a matter which must be decided by the N. S. U. directors.

During the course of a conversation, Kicherer reaffirmed the opinion he expressed through the Bicycling World on his arrival here and which caused a rather general opening of eyes, i. e., that despite the cry for two-cylinders and more power which is now being heard in America, the conditions that existed abroad will be repeated, and the pendulum of popular favor will swing the other way, and a single cylinder machine of not exceeding three horsepower will be the motorcycle in largest demand, although he reiterated his belief that a light weight of about 75 pounds and 134 horsepower will prove the ultimate solution of all problems and be the mount of the masses who are not filled with lust for

The brisk demand for the N. S. U. lightweight, which was brought out only this year, the gentleman from Germany considers substantial evidence that such a trend already has set in in Europe.

"Over here, the meaning of the lightweight of moderate power is yet scarcely appreciated," he said, "and even on the other side it is just coming to be understood. There are tens of thousands of men, young and old, who shy at motorcycles because of the idea that they are so full of speed and also because they afford no exercise. They will welcome a machine that can be handled and stored almost as readily as a bicycle and which will have power enough for any ordinary purpose and also permit of gentle exercise. The N. S. U. 134 horsepower machine, which really does weigh 75 pounds, including the magneto, will climb a hill up to 8 per cent, and with a little pedal assistance will surmount any steeper grade. This 'pedal assistance' is what is not generally understood. Men who have pedalled motorcycles weighing 145 or 150, or even 200 pounds, have no idea what a difference of 50 or 100 pounds effects. It is an enormous difference. It is the difference between gentle and agreeable exercise and the other kind and the difference between reaching the top of a hill and not reaching it. The lightweight motorcycle will afford all of the pleasures and benefits of cycling with none of its pains."

#### Canadian Factory for Australia.

From Melbourne comes the report that owing to the prohibitive duty (about \$25 each) on complete bicycles, fixed by the new tariff, the Canada Cycle & Motor Co., of Toronto, is preparing to establish a factory in Australia. The Canadian company has long maintained branch depots there.

#### New Jobbing House in Cleveland.

The Kohlhuss Motor & Parts Co. is the style of a new jobbing house which has "opened up" at 1918 Euclid avenue, Cleveland, Ohio; Fred W. Kohl is its manager. Not only automobile fittings, but bicycle and motorcycle tires and other accessories will be handled.

#### **MAKERS DISCUSS GIVING OF PRIZES**

At Buffalo Meeting One of Them Suggests a Bureau to Consider Requests—Publicity Also Discussed.

The first gathering of the Cycle Manufacturers Association since the midsummer meeting at Atlantic City early in August was held at the Lafayette Hotel, Buffalo, N. Y., on Wednesday last, 9th inst. The meeting was scheduled for 10 a. m., but due to the fact that President Johnson and Secretary Cox were delayed seven hours by a wreck on the Boston & Albany Railroad, it was not called until 2.30 p. m. While awaiting their arrival, teams representing the Cycle Manufacturers Association and the Cycle Parts and Accessories Association repaired to a bowling alley and bowled a match with dinner for the winners as the stake. The C. M. A. team "won in a walk."

At the meeting which followed the arrival of the belated officials, no business of special importance was transacted. Matters pertaining to stripped bicycles and to the publicity bureau were the chief topics of discussion. The subject of supplying prizes for road races and race meets was brought up but no action was taken. One of the manufacturers gave it as his opinion that the best solution of the problem would be the creation of a central bureau or committee to which all requests for prizes should be forwarded. His idea was that each manufacturer should place at the disposal of this bureau or committee a certain number of bicycles or tires or whatever his product may be which the bureau or committee then would apportion according to the nature or importance or merit of the event for which the prizes were desired. He himself offered to give 10 bicycles subject to such an arrangement.

The session lasted about two hours and

adjourned to meet again in New York on November 7th, during the week of the Automobile and Motorcycle Show at Madison Square Garden.

Among those present were: F. I. Johnson, Iver Johnson's Arms and Cycle Works; J. F. Cox, Pope Mfg. Co.; F. C. Robie, Excelsior Supply Co.; F. C. Finkenstaedt, National Cycle Mfg. Co.; W. G. Schack, Emblem Mfg. Co.; Harry Walburg, Reading Standard Co., Inc.; A. B. Coffman, Consolidated Mfg. Co.; A. V. Riddle, Hudson Mfg. Co., and E. J. Lonn, Great Western Mfg. Co.

As is usually the case, the Cycle Parts and Accessories Manufacturers held a meeting at the same time and place as the Cycle Manufacturers Association, but in a different room, of course. There was little outside of routine work to be considered, however, matters pertaining to the work and maintenance of the publicity bureau occupying most of the time.

The Duckworth Chain & Mfg. Co., of Springfield, Mass., were admitted to membership.

All of the officers were present, and the attendance was surprisingly large in view of the short notice given. Those present were: W. H. Crosby, The Crosby Co.; H. S. White, Shelby Steel Tube Co.; J. R. Lee, John R. Keim Mills, Inc.; W. S. Gorton, Standard Welding Co.; W. J. Surre, Corbin Screw Corporation; R. D. Webster, Eclipse Machine Co.; C. E. Weaver, Kelly Handle Bar Co.; W. P. Culver, Diamond Chain & Mfg. Co.; George Brandenburg, Duckworth Chain & Mfg. Co.; C. E. Hall, C. E. Hall Co.; D. S. Troxel, Troxel Mfg. Co.; F. L. Waters, Chicago Handle Bar Co.; C. A. Persons, Persons Mfg. Co.; M. C. Stokes, Hartford Rubber Works Co.; B. X. Shields and J. H. Price, Forsyth Mfg. Co.; Jack Straub, Star Ball Retainer Co.; J. B. Tucker, Mutual Rim Co.; J. H. Haney, Judd & Leland Mfg. Co.

Like the C. M. A., the Accessories Association will next meet in New York during the week of the Madison Square Garden Show.

#### Davidson Emulating the Early Bird.

Walter Davidson, of the Harley-Davidson Motor Co., Milwaukee, Wis., was a visitor at the meeting of the Cycle Manufacturers Association in Buffalo this week. He is visiting Eastern points to assure prompt deliveries of his 1908 motorcycle parts, and reported conditions as he had found them to be excellent.

#### Crosby and Troxel in Politics.

There are two prominent prophets of the Cycle Parts and Accessories Association, who are full of honor in their own countries—W. H. Crosby, president of the C. P. A. A., has been nominated for alderman in Buffalo, N. Y., and David S. Troxel, who is a candidate for mayor of Elyria, Ohio. Both have every prospect of election.

#### **GOVERNMENT INSIGNIA IN TRADE**

Discouraging the Use of National Emblems for Advertising Purposes—How Laws

Apply in the Matter.

With the great expansion of advertising the question of the use of the United States flag or of a governmental coat of arms, as a trademark, as a wrapper, or label, or for any commercial purpose whatever, has become a highly important matter.

Several recent decisions against such uses have called renewed attention to this question. There is a growing tendency in this country to stamp out the use of governmental symbols for the purpose of private enterprise, which seems to be quite in keeping with a wise public sentiment, says Printers' Ink.

In this we are only following in the wake of the older nations, many of whom have long had prohibitive laws in force.

As is well known the general right to property in a trademark in this country is a matter of common law. It is simply a case of original use, a merchant or manufacturer's right in a trade mark consisting wholly in his ability to establish a claim to original occupancy. This, of course, means a right in the whole trademark as such, and not to any word or mark of which it may be composed separately.

While Congress long ago passed legislation defining the colors and other details of the United States flag, it has never made any laws prohibiting or limiting the use of our national emblem. The nation was young when the flag law was passed, and it is entirely unlikely that any such conditions as have arisen with our great commercial expansion were foreseen.

The absence of a condition always implies the presence of its opposite, as silence is said to give consent. The absence of a prohibitive law thus seemed to create a privilege, which has to a greater or less extent been taken advantage of.

The present National trademark law, in one of its recently added clauses, carries the first definite limitation of the use of goveernmental insignia as trademarks. The exact language of the statute provides that no trademark which "consists of or comprises the flag, or coat-of-arms, or other insignia of the United States, or any simulation thereof, or of any State or municipality, or any foreign nation, shall be registered. Here is a very definite statute covering the situation as far as trademarks are concerned. Previous to its enactment the usage of the patent office for some years had been a refusal to register trademarks of the above character on the general plea of public policy.

The present trademark law carries a ten year proviso which, on its face, allows of the continued use of a trademark, based on or containing governmental insignia, provided it had been in actual use for ten years preceding the passage of the act. But there have been three recent and important decisions by the Court of Appeals of the District of Columbia against this construction of the law on the ground of public policy; and there is good ground for the belief that any ease involving the use of governmental or State symbols, for business purposes, which gets into the courts hereafter will be decided against, in view of these decisions which are now recognized as establishing a precedent.

In a recent important case in Massachusetts, the Commonwealth vs. R. I. Sherman Mfg. Co., the Supreme Court of Massachusetts held the State's right to prohibit the use of "the arms or the great seal of the Commonwealth or any representation thereof for any advertising or commercial purpose whatever." A sweeping decision which was followed by the legislative enactment, the manufacturing community being protected against loss, by being given one year to dispose of mechandise bearing the prohibited matter—the law not to take effect until that time.

A very recent decision in Nebraska, the case having gone as far as the Supreme Court, prohibited the use of the United States flag as a part of the label on a beer bottle. It will be observed that while the present National trademark law covers the trademark situation, local cases of various kinds are springing up all the time, and will continue to until each State legislature has molded and passed for itself a definitely prohibitive law with appropriately heavy penalties

All leading foreign nations have passed prohibitive legislation against the registration of their coat-of-arms as a trademark. These are Great Britain, Germany, Austria, Hungary, Spain, The Netherlands, Sweden, Switzerland, Norway, Peru, Chili, Costa Rica, Bulgaria, Roumania, Servia, Denmark, Brazil and Japan,

#### France Passes America in Exports.

France, which long has been the tailender of the four prominent cycle exporting nations, now has passed the United States; not that France's foreign business has increased, for as a matter of fact it has declined, but the shrinkage has been slight as compared with the United States's loss. During first eight months of the year American exports attained a value of but \$839,998 while France's foreign shipments were valued at 4,025,000 francs, as compared with 4,131,000 francs in the same period of 1906, and 4,416,000 francs in 1905. Imports, on the other hand, increased from 4,718,000 francs in 1905 to 5,732,000 francs in 1906, and 5,967,000 francs in 1907.

#### In the Retail World.

Paterson, N. J.—Andrew Kinloch, removed to 293 Market street.

Ballston Spa, N. Y.—Rhoderick McLennon, established repair shop.

#### ADOPTION OF THE PISTON VALVE

First Application of the Principle in Engines of the Motorcycle Type—Advantages of the System.

One of the most persistent quests of the gasolene engine designer has been the simplification of the mechanism. For many reasons, considerable advantage would be gained were it possible to use but a single valve instead of two, thus simplifying the construction of the cylinder by the use of one port instead of two, one cam and valve gear instead of two, as are required except in the case of the automatic inlet arrangement, and generally bringing the distribution of the gases under more unified control. One of the simplest and most suggestive of these attempts to be developed for some time, has recently been evolved in the shape of a piston valve construction, which the Peugeot company, the well-known French automobile builders have brought out.

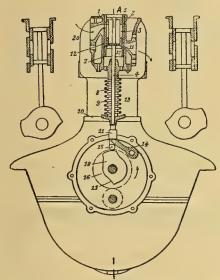
Elementarily, the system comprises the cylinder, piston, connecting rod and crank shaft construction of the ordinary motor. The cylinder, however, contains but a single port, which leads directly to the side of a small chamber, cylindrical in form, from which two ports connect respectively with the usual inlet and exhaust connections common to any type of internal combustion motor. Within the cylindrical chamber mentioned is a sliding box or valve, having three openings, one on one side near the center, and the other two near the ends and opposite the first opening. The valve, externally, is made to fit tightly the valve chest or cylindrical chamber, which is cast integrally with the engine cylinder, and is mounted upon a long stem, actuated by a special form of cam, driven by a twoto-one gear from the crank shaft in the regular way.

The openings in the side of the valve are so constructed that as the part moves back and forth under the guidance of the cam, the inlet and the cylinder are thrown into communication; then the inlet is cut off and the cylinder remains sealed for two strokes, corresponding to the periods of compression and ignition, and then the exhaust is released through the second and third ports in the valve, thus completing the usual cycle of the Otto type engine.

Several variations of the principle are possible, of which two are shown in the accompanying illustration in which the two diagramatic sketches shown at either side of the cylinder represent the valve in two of its three positions. Here it is apparent that the valve has two openings, one on either side, and that when the part is in its neutral or mid-travel position, as shown in the left hand sketch, both the end ports are closed, only that on the right being uncovered. As this connects with the cylinder, it is evident that the latter is

closed from both inlet and exhaust passages. When the valve moves down, however, and assumes the position shown in the second of the smaller illustrations, the upper port still remains closed, while the central and lower ones are uncovered, thus throwing the cylinder into communication with the exhaust. In its other extreme position, the lower port is closed, and the central and upper ones uncovered, thus establishing the inlet relation.

A slightly different arrangement is shown in the larger illustration, which is a section taken through the valve chest at the end of the motor, and showing the cam and half-time gears as well as the valve. In this case, the two end ports are placed on opposite sides, while the cylinder port



leads from the back of the chest directly into the cylinder. The method of operation is precisely the same as in the foregoing. As to the construction of the device, a sleeve 7, containing the ports 1, 2 and 3, is mounted in the cylindrical chamber cast with the body of the main engine cylinder, and adjusted in its proper position by means of the locking ring, 5, at the top. The valve itself is affixed to the stem, 4, riding in the guide, 8, and normally held in its lower extreme position by means of the spring, 9, which rests against the cylinder at its upper end and against a collar, 10, on the stem, below. The lower end of the stem rests against a rocker arm, 14, pivoted in the crank case, and mounting a roller, 15, which takes its motion from the cam, 16. This is peculiar, in that instead of having a single rise, corresponding to a single opening movement, as in the case of the ordinary gas engine cam, it has two such points, namely those at 17 and 18, their connection on one side being circular in form, and of such an arc that the valve will be held in its mid-point for a period corresponding to two piston strokes.

The port, 29, is adapted to receive the usual form of flange coupling as is the port, 11, to which the exhaust pipe is attached. The spaces outside the valve chest, and not occupied by the ports are utilized for the

water jacket which is continued from the space surrounding the cylinder and affords ample surface for cooling the exterior of the valve and the ports. The ends of the valve are cooled by air circulation. The upper end is in direct communication with the atmosphere, while the lower one, though partially enclosed by the guide, is cooled by the circulation of a comparatively small volume of air which is alternately drawn in and expelled through a series of small open ports surrounding the guide at the base of the chest.

In addition to the advantages of combining the mechanism and offices of two valves in a single moving part controlled by a simple mechanical movement, one particular advantage derived from this arrangement is that there is no back pressure on the valve to prevent its motion in any way. With the poppet type of valve, the entire surface always is exposed to whatever pressure exists on the working side. This, in the case of the usual exhaust valve amounts to an aggregate pressure amounting to 50 pounds at the instant of opening, to say the least, in regard to the type of motor applied in motorcycle practice. Probably in many cases it is considerably higher. When to this is added the strength of the retaining spring which has to be overcome in order to lift the valve, it is seen that the opening effect must be that of a heavy hammer blow which brings a not inconsiderable strain on the entire mechanism. The use of the balanced type of valve, thus tends to reduce engine friction and materially increase the net power of the motor. Whether or not it is practicable, in the form shown here, for small motors of the air cooled type, is indeterminate at the present time. Its principle, however, is an attractive one, and as a plausible development, it forms an interesting basis of study.

#### Mystery of the Pound Explained.

It is more or less a source of mystery to some motorcyclists that an engine possessing a distinct and distressing pound will not develop it when run on the stand at home, but will wait until it has been run well out on the road before showing any unusual symptoms. The reason is not far to seek when it is remembered that all lubricants, whether in the form of oil or grease, completely surround the parts on which they act at all times and form a soft and non-vibrating wall which serves under some circumstances as a sort of sound insulator. When the motor is cold, as it usually is when tested on the stand, the lubricant is apt to be hard enough to prevent any cross motion between parts which are but slightly worn, as well as to deaden the sound so effectually as to make it practically inaudible.

One of the rare but most annoying squeaks that develop in a motorcycle is due to the dryness of the cam shaft bearing in the contact breaker. It is a source that seldom is suspected but the noise is of course readily subdued by an application of oil.

### At Los Angeles on September 10th

at The Big Motorcycle Meet at Agricultural Park,

## THE R=S WON

FIRST and SECOND in the Ten-mile Pursuit Race for single cylinder machines,

FIRST and SECOND in the Five-mile Novice Race,

FIRST in the Two-mile Obstacle Race,

FIRST and THIRD in the Five-mile "Freefor All" race,

SECOND in the Los Angeles motor cycle Club Five-mile Challenge Cup Race against DOUBLE CYLINDERS.

SECOND in the Three-mile Race for Boys,

SECOND (and Fourth) in the Four-mile Team Relay,

FIRST, SECOND and THIRD in the Four-mile "Cupid Race" for single tandem attachment,

It is away from home where factory experts cannot readily "doctor up" machines and where the owners ride their regular stock machines, not specials, that the comparative quality of what you get for your money is shown.

If you want a machine for every day use, business or pleasure, which absolutely assures you of giving entire satisfaction, select the "R-S", it is "America's BEST."

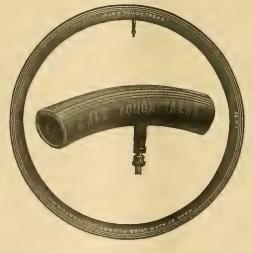
Reading Standard Company, Reading, Pa., U. S. A.

AJAX ROADSTER

AJAX THORN PROOF

AJAX SPECIAL





the AJAX TOUGH TREAD—a tire so good that no one ever sold or rode a better.

The address of the Ajax-Grieb Rubber Co. is 57th St. and Broadway, New York City. The factories are at Trenton, N. J. Send your name on you, business stationery for a copy of the new booklet about Ajax bicycle tires.



Published Every Saturday by

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AT Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

### Members of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, OCTOBER 12, 1907.

The Madison Square Garden Show Numbers of the Bicycling World and Motorcycle Review will bear dates November 2d and 9th. Our booth at that exhibition will be No. 238, and all motorcyclists, in or out of the trade, are invited to make it their headquarters. Mail forwarded in our care will be cheerfully received and delivered, appointments will be booked or arranged and all other possible courtesies extended.

#### The Matter of Magnetos.

If they have not already done so, it certainly behooves the American manufacturers of motorcycles to seriously turn a part of their attention to the matter of magneto ignition.

If the foreign motorcycles that have been in increasing use in this country during the past twelve months have demonstrated anything, they have proven the desirability and reliability of the magneto, which, indeed, already had been abundantly proven by its more extended use on motor cars, of both home and foreign manufacture. The magneto no longer is a mystery or a "box of

tricks" and has proven its worth even in inexperienced hands. It has caused them no concern and soon becomes as readily understandable as the dry battery. In the face of such use and such evidence it merely is "playing ostrich" to close one's eyes to the truth.

Authorities have estimated that 90 per cent. of the trouble that comes of the operation of motors is chargeable to the ignition systems and anything that will tend to reduce that percentage is in the nature of distinct gain. The magneto seems to be in that category. The difference between an everlasting battery—a description that well fits the magneto—and one, such as the dry battery, which may last 500 miles or 1,500, is so very pointed that it would appear that further argument is unnecessary.

The two-speed gear with free engine not being readily available, the "rush the hills" "explanation" probably will have to do duty for a while longer, but as magnetos adapted to motorcycle service are within easy reach, it is folly not to take advantage of them.

#### The Fall Down the Export Ladder.

America's cup of export bitterness has been so full that it is not strange that it should brim over.

The drop from the highest peg to the lowest one is a hard fall and even though the force of it was broken by contact with the intermediate pegs, the pain of the fall is not thereby greatly diminished.

It was bad enough to be crowded off the successive rounds of the export ladder, first by England and then by Germany, but now to be forced to give way to France, never before deemed a serious rival in foreign fields, so far as bicycles are concerned, is, as one sage expressed it, "2 mutch." It certainly is a bitter pill to be swallowed by any one possessed of national pride.

The bitterness would not be so great had not our long, hard drop been accompanied by an even more remarkably strong and long sustained upward move on the part of both England and Germany. Although the desire for the improvement of the industry has been great and though the domestic trade has improved, it seems as if not even one finger had been raised to stay the loss of foreign business or not the weakest effort made to regain an inch of lost ground. It is not pleasing but it is not strange, therefore, that our product has been "elbowed" in so many countries and that even at our doorsill, Mexico, to say nothing of the countries further south, the manufacturers from across the sea have made substantial progress, every foot of it at our expense.

On every occasion that a market has opened to us and given signs of promise, the man with the cheap just-as-good bicycle has rushed in and done damage which the reputable manufacturers have made no real effort to explain or to counteract and from many reports the reputable manufacturers have injured their own interests and the interests of the American industry in general by refusing to supply the type of bicycle or the equipment, which England and Germany have found it so profitable to supply.

In undoing at least some of the damage that has been done, the trades publicity bureau can play an active and useful part and it should do so. When that bureau originally was outlined, the matters of exports and of direct assistance to agents were strong planks in its platform, which seem wholly to have been lost sight of. We have no desire to appear captious critics, but it does appear time that attention was called to the fact. It matters not how good the service of the bureau may have been, the fact remains that it was designed for more than the distribution of a weekly budget of press notes and that its possibilities have not been more than scratched on the surface.

Indications make it appear that the steel rim is "coming in" again, to a very appreciable extent, at any rate. It is due not alone to the rather arbitrary methods of the tight little wood rim trust, but to the increasing scarcity of timber of the proper quality. In due course, it will not be surprising if steel mudguards also regain some of their long lost popularity. There is abundant evidence that the unwillingness or the inability of the American bicycle manufacturers to supply these steel rims and guards has been responsible for the loss of not a little export trade.

Nothing is more pitiful than the organization which is dead and doesn't know it. The "outlaw" National Federation of Amateur Cyclists is in a position of the sort. Not even the swan songs of its chief mourners can disguise the fact.

There was a time not so very many years ago that a hare and hounds chase on bicycles was quite a thanksgiving fixture. It has lost none of its merit for clubs which still seek to interest and enthuse members.

#### CORRESPONDENCE

#### Western Opinion of Eastern Conditions.

Editor of the Bicycling World:

Pardon me if I take a few lines to correct the impression that appears to be gaining ground in certain quarters that I am "it" out here, for nothing is more erroneous, and if you can print this denial in large red type I should be quite satisfied.

While I had often advocated the formation of a club here during the last few years, one man could have never brought it about, and the present interest was really started by the original committee of five that issued a formal call for the reorganization of the St. Louis Cycling Club. To give credit where due, there must be mentioned in addition to these, the officers of the first year, and a goodly number of enthusiastic members. The results this year come from many of the new generation, and the St. Louis Motorcycle Club, and the South Side Cycling Club are helping push the "good thing." As for my own part, I am at present not an officer in any cycling organization and never have had anything to do with arranging and developing the characteristic style of the St. Louis .club run. That manner of riding dates back about a quarter of a century, and this rough and ready sort of outing has been handed clear down from the first generation of cyclists.

Mr. M. L. Walters, in your issue of September 28, springs the question, "Has St. Louis any advantage over New York City?" I can assure him it has not; on the contrary, New York has very many advantages over St. Louis-magnificent scenery on all sides, and especially to the north and west, splendid highways in every direction, and no really bad roads, all streams bridged, good accommodations at short intervals, are a few of the conditions that make cycle touring for long distances easy and delightful in the East. When the St. Louisan undertakes a tour of any pretentions, he has good going for about 40 miles; after that everything becomes problematical, roads that cannot be ridden in the dark, and creeks and rivers that in all likelihood must be forded. A good town may be 20 miles distant, but he cannot tell whether those 20 miles will take two hours or six to cover. The country beyond the 40-mile circle of St. Louis is as yet largely a closed book to the cyclist, for he can only venture beyond this line when he has more than a day, and a half to tour. With the many touring routes that present themselves to the New Yorker, he can almost go to a different place every Sunday in the year, and with the fine facilities he can take much longer runs than can the St. Louisan.

I might remark, however, that as far as arranging the club runs goes, there is nothing to it, except to order the dinner in advance and to send each member a postal notice of the starting place and the destination. We do not ride in a body, but sin-

gly, or in groups of twos or threes. Different parties go by different routes to suit their respective fancies. Only those seeking companionship or who are unfamiliar with the roads assemble at the starting place. Experience has proven that this is by far the most satisfactory way of conducting runs, for there is a wide range in the riding ability of cyclists. We have men who can with ease and pleasure go along at a 14 or even 16-mile clip, while others like to make frequent stops, and ride hardly more than 10 miles per hour. We never scorch, because when it becomes necessary to exert ourselves to keep up with some one, we simply let him go; nothing is thought of it. Of course, there are times when a new comer with "loud" sweater and "socks" is met with, and then there is some fun. Even the writer has occasionally ridden hard and long to make the proper impres-

The editor stated that a club of 20 live members is better than a half dead one with a roll 10 times as long. Well put, but a club of ten, or even six consistent tourists can make a good beginning in big New York.

I would say to Mr. Walters, to look up the few New York tourists and begin to explore the fine touring country to the north and west. Do not allow a few hills to bluff you; tackle everything that comes your way, and make up your mind that you are going to get there. Up and down roads are far more agreeable cycling than continuous level, once the art of properly handling a wheel is acquired, and as this knowledge is imparted to new men on our runs in about three lessons, it should not take the New Yorker much longer to learn, for human beings are quite the same in all parts of the country.

The plain truth is that the great majority of riders of to-day, particularly in New York, are "tenderfeet." Several of our club men have toured the East this summer, and to their keen regret they did not meet a single tourist. Their style of cycling was so different that they were objects of interest to people walking along the street, or riding on the street cars. Thus an amusing incident occurred in Providence, R. I., as four of our men were riding up a rather sharp incline on leaving the town. As they were wheeling along the lower part of the grade where it was smooth, they caught up with a street car, and in loud tones the motorman remarked, "Watch those rubes walk when they hit the cobble stones." But to his chagrin they increased their pace and one of the party rode the cobble stones "hands off." All reached the top long before the car did so.

Now there is no excuse for such incidents, and the easterners ought to get out and "ride;" if a few of them will only do so there will soon be a new era, and an overflow of enthusiasm. "Riding" means something more than bowling along on the Coney Island cycle path or Merrick road.

GEO. LANG, Jr., St. Louis, Mo.

#### COMING EVENTS

October 12, Chicago, Ill.—Motorcycle races at Harlem track; open.

October 12-13, Brooklyn, N. Y.—Century Road Club of America's annual double century run; open.

October 13, Valley Stream, N. Y.—Edgecombe Wheelmen's one-half, one and two miles championships; closed.

October 13, Valley Stream, N. Y.—West Harlem Wheelmen's 20-mile handicap road race; open.

October 13, Philadelphia, Pa.—United Cycling Clubs' first annual semi-century run and 30-mile handicap road race; open.

October 13,, St. Louis, Mo.—St. Louis Cycling Club's 15-miles Bellefontaine Handicap; open.

October 13, San Francisco, Cal.—San Francisco Motorcycle Club's 200 miles reliability run to San Jose and Oakland; open.

October 18, Middletown, Pa.—Two mile motorcycle handicap; open.

October 19, Algonquin, Ill.—Chicago Motorcycle Club's annual hill climbing contest; open.

October 20, Valley Stream, N. Y.—New York Division C. R. C. A.'s 10-mile championship and 5-mile handicap; association members.

October 20, Newark, N. J.—Bay View Wheelmen's annual har and hounds chase.

October 26, Milwaukee, Wis.—Milwaukee Motorcycle Club's track meet; open.

October 27, Bedford Rest, Brooklyn, N. Y.—New York Division, C. R. C. A.'s annual 100 miles record run; open.

November 2-9, New York City—Automobile and Motorcycle Show in Madison Square Garden.

November 11-16, Boston, Mass.—6-days professional bicycle race.

December 9-14, New York City, N. Y.— Fifteenth annual international six days' professional bicycle race at Madison Square Garden.

#### This "Snoozer" Was no Sleeper.

L. "Snoozer" Keiflin, made good use of his handicap of one minute and won the first annual two-mile handicap promoted by the International Cycling Association at Valley Stream, N. Y., last Sunday, 6th inst. C. Scheppler was a close second. F. Grunhoff had hard luck, breaking the chain of one bicycle and puncturing a tire on his second mount. Hardy "Downing" Jackson was the lone honor man, and he walked off with the time prize, riding the distance in 6:38%. Here is the order of finish:

1 L. S. Keiflin 1:00 7:05½
2 C. Scheppler 0:30 7:03½
3 T. Dermody 0:45 7:03¾
4 Hardy Jackson scratch 6:38¾
5 W. Keily 0:30 8:00
6 F. Grunhoff 0:15 7:00¾

#### BAD SPILL MARS EXCITING RACE

Riders Collide in C. R. C. A. Ten-Mile Handicap at Valley Stream—Young Captures the Event.

Those who read the New York daily newspapers and accept every word as gospel truth, probably are possessed of the idea that five bicycle riders were fatally or terribly injured in an accident that occurred during the ten miles handicap road race promoted by the New York division of the Century Road Club Association at Valley Stream, N. Y., last Sunday, 5th inst. As a matter of fact, while several of the riders were badly hurt, none of them received fractured skulls or broken bones and their lives are not in danger, as was made appear by some exaggerating reporters hungry for sensational news.

The accident happened on the last lap of the race, after the leading riders had made the last turn for the  $2\frac{1}{2}$  miles ride to the finish. The course was from Valley Stream to a point  $2\frac{1}{2}$  miles west, and this the riders covered twice. As nearly as can be determined the accident happened as follows:

Earnest Bleuzat and Samuel Rein, two members of the Roy Wheelmen of New York were leading when an automobile got in front of them. Some distance away, riding in the opposite direction, were the scratch men. Frank Eifler had just made a jump and had gotten away from the others, who were led by Joe Eifler. Another automobile was in front of Joe Eifler and it was going in the same direction as the scratch men. Just before the two automobiles started to pass each other, Joe Eifler turned to the left to pass the car in front of him, as did Bleuzat to pass the other car.

A head-on collision between Eifler and Bleuzat resulted and Rein who was behind Bleuzat crashed into them. Isaac Lewin, who was following Rein, could not turn out of the way and he, too, went down. Samuel R. Morrison was back of the mix up, but he was riding too fast to swerve and he rode over Eifler's prostrate body, landing on his head beyond the pile of riders and bicycles.

Eifler, Lewin and Rein were unconscious and some spectators removed them to a nearby farm house, while a call for an ambulance was sent to St. Mary's Hospital at Jamaica. All the bicycles of the fallen riders were reduced to junk, and although injured, Morrison and Bleuzat limped to West's hotel at Valley Stream. Bleuzat was shaken up and sprained his right foot, besides receiving several lacerations of the hands. Morrison got a hard bump over the eye, both of his hands were badly cut and scraped and his right knee wrenched so badly that he has since been unable to use it. Rein was cut about the face and hands, but after being attended by the ambulance surgeon, he took the train and went home to New York.

Eifler, whose skull the newspaper said was fractured, was hurt worst and with Lewin was removed to the hospital. Lewin's face was badly cut and bruised and a laceration over the left eye required several stitches. Two cuts on Eifler's scalp necessitated 16 stitches and several bad contusions of the arms and body made him appear worse hurt than he really was. Both were allowed to leave the hospital Sunday night and although Lewin was able to be out Wednesday, Eifler will be confined to the bed for a week or more.

The unfortunate accident marred what otherwise would have been a successful and exciting race. Thirty-eight riders started, with handicaps ranging from scratch to five minutes. The first two divisions had bunched when they passed the first turn at 2½ miles, and Bleuzat, Young, McMillan, Ziele and R. H. Hughes made the turn together. At the end of five miles, Bleuzat and Young were together, but they made a mistake at the turn and rode too far, so that Ziele, McMillan, Lewin, Rein, Hughes and Lamphear, who were following overhauled the two leaders before they got going properly again.

Lewin was riding great guns and had gotton up with the leaders at 7½ miles. Ziele led at the last turn, with Lewin in second place and Bleuzat on his wheel. Young, McMillan and Rein were with the bunch, Lamphear having been shaken. Schuber, Surman, Allen, Scott, Lowe, Fuchs and Hughes passed together, followed by several smaller groups. Then the accident took place.

McMillan, Ziele and Young were the only ones in the leading bunch that escaped and they kept together until the finish, where Young beat Ziele easily in the sprint with McMillan in third place. Lowe and Lamphear finished together and Surman followed a little later, winning in a fast sprint over Scott, Fuchs and Schuber.

When about an eighth of a mile from the tape Frank Eifler jumped with Schlosser on. In making one of the turns, Sherwood fell and lost a strap, consequently he was unable to meet Eifler's jump as well as he might had both his feet been securely strapped to the pedals. Eifler won the time prize easily in 28:01½, with Schlosser second. Nerent was fourth and Hawkins fifth. The summary:

Pos	. Rider.	Hdcp.	Time.
1	Thomas Young	4:30	29:03
2	Hugo Ziele	5:00	29:34
3	Frank McMillan	4:30	29:55
4	Edwin Lowe	3:00	28:26
5	Wm. Lamphear	4:30	30:043/5
6	Henry Surman	2:45	28:302/5
7	Harold Scott	3:30	29:16
8	Wm. Fuchs	4:00	29:47
9	Ed. Schuber	4:00	. 29:49
10	R. Hughes	5:00	. 31:19
11	M. Rosenblum	3:00	29:19%
12	Win. Kafus	2:45	. 29:201/5
13	M. S. Walters	3:30	30:37
14	Chris Kind	2:45	. 29:23%
15	Hardy Jackson	2:45	29:334/5
16	L. Card	4:00	30.39

17	J. B. Hawkins 1:30	28:121/5
18	Philip Kury 1:30	28:13
19	Nick Kind 2:45	29:292/5
20	Geo. Henry 2:45	29:302/5
21	Reese Hughes 1:30	28.45
22	Sam Struber 4:30	31:55
23	F. W. Eiflerscratch	28:014/5
24	C. M. Schlosserscratch	28:02
25	C. A. Sherwoodscratch	28:021/5
26	A. J. Seldney 1:00	29:022/5
27	Chas. Nerentscratch	28:03
28	J. Schuster 3:00	31:044/5
29	P. Wollenschlager 5:00	33:05

#### Stroud Leads for Valiant Medal.

Unless some other rider makes a surprising gain in the next few weeks the Valiant Scratch Point Medal will go to W. Richard Stroud, of Philadelphia, who heads the list with 23 points. Nearest to him is Charles Van Doren, Atlantic City, with 15 points. The trophy is a diamond-studded gold medal offered to the scratch man scoring the most points in open handicap road races sanctioned by the National Cycling Association during the season. The other riders who have five or more points are: Frank W. Eifler, Brooklyn, 13; C. A. Sherwood, New York City, 12; Charles Nerent, New York City, 11; J. M. Eifler, Brooklyn, 9; Charles Schlosser, New York City and Henry Bigelow, Chicago, tied with 8 points; Daniel Trotter, Philadelphia and Richard Hemple, Atlantic City, 6 each; Henry Schafer, Dunkirk, N. Y.; W. F. Blum, Chicago; J. W. Burnstrom, Solt Lake City; J. M. Tanner, Buffalo; Fleming Hewitt, Pleascantville, N. J.; Silas Brown, Chicago, and Robert L. Shanklin, Baltimore, 5 points each.

#### After Boston-New York Record Again.

After many trials and disappointments Fred I. Perreault, of Malden, Mass., the Massachusetts mileage fiend of the Century Road Club of America, will on Saturday next, 19th inst., again attempt to break the Boston-New York bicycle record. Perreault will leave Boston at 7 o'clock Saturday morning and plans to reach Hartford at 4 o'clock in the afternoon, and Bridgeport at 8.30 p. m. If he keeps up to the schedule he will arrive in New York City at 1.30 a. m. Sunday morning. The long-held record for the 254 miles is 23 hours 8 minutes, and Perreault expects; to reduce this five hours. He will ride a Racycle and be assisted by a motorcycle of the same make. Fred Mommer, A. H. Seeley, Axel Johnson and other century riders are planning to meet Perreault at New Haven and accompany him to New York.

#### Riders Licensed for Road Racing.

Licenses were issued this week by the National Cycling Association to the following riders, on road racing only: J. Nash McCrea, Springfield, Ill.; Charles De Salvo, Andrew Carradino, Patrick Donato, Ernest Hugin, George Thoreakos, William Schaefer, Sylvain Segal, John Everett Fee, Louis Heydet, New York City; Samuel Struber, Daniel Gordon, S. J. Reilly, Brooklyn, N. Y.; Maurice Metzger, Michael Majestic, John Miller, William Ackerman, John Hock, Long Island City.

## SELL THE BICY

## THE R

Dealers in all kinds of merchandise are constantly loo Racycles are easy to sell because there is a popular demandant During the season just ended we increased our volume of business

## There Are Reasons Why We Did It

FIRST—The Racycle is made SECOND—The Racycle is THIRD—Dealers know the ing their business. It FOURTH—There are more in the World and our talk about, something FIFTH—We work for our

customers to their st

We can help you too, Mr. Bicycle Dealer, if you will co-operate to the ext Next year we expect to increase our business 75 per cent. No expense will give our agents such assistance as has never before been attemp. When our business increases, the business of our agents increases also, for Write us at once for our 1908 price list, and if we have no agency in your some of our old agencies.

NOW IS THE TIME

### The Miami Cycle & Mfg. Comp

## THAT SELLS

## CYCLE

or goods that sell. The easier they sell the better. a first-class high-grade bicycle that can be depended upon. 4 per cent. over any previous year in the history of this company.

e very best material that money can buy, and riders know it.

widely advertised bicycle on the American market and there is a demand for it. they sell the Racycle they are making satisfied customers and thereby increastheir while to sell them.

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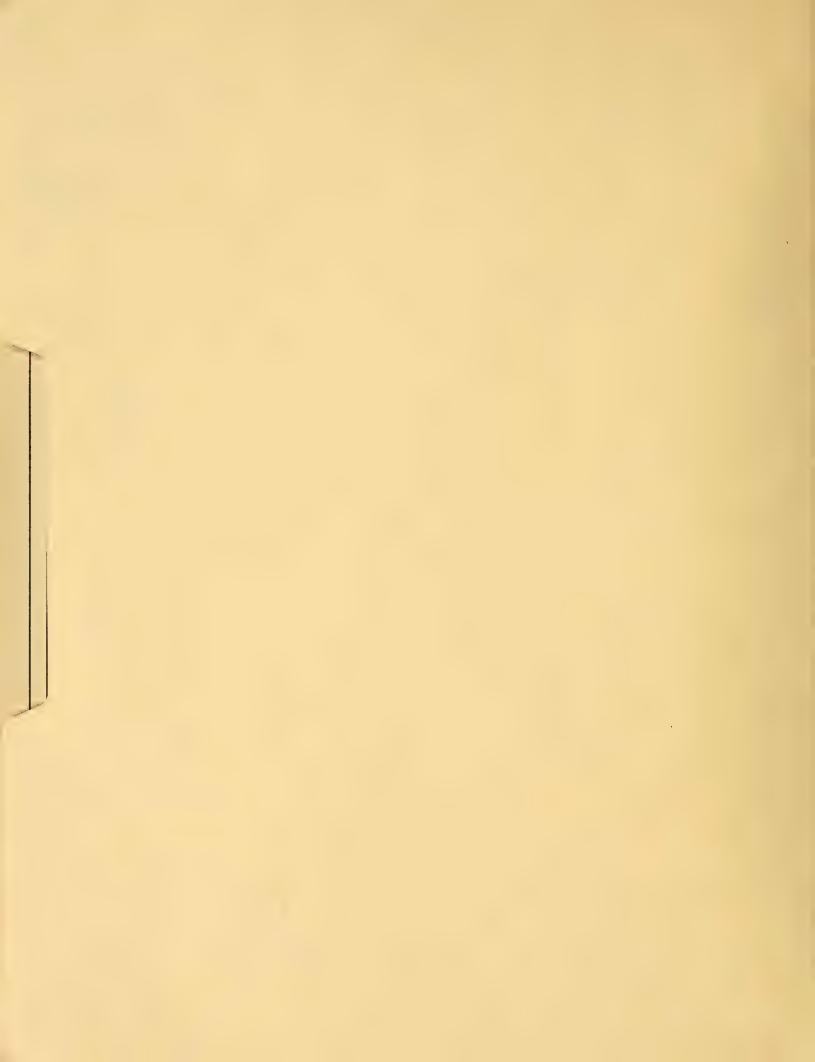
ur wheels are sold through Racycle agents.

we can make arrangements with you now for 1908. We might change

Write Today—Don't Delay

F. M. JONES

Pacific Coast Representative Middletown, Ohio SACRAMENTO, CALIF.



# SELL THE BICYCLE THAT SELLS

# THE RACYCLE

Dealers in all kinds of merchandise are constantly looking for goods that sell. The easier they sell the better. Racycles are easy to sell because there is a popular demand for a first-class high-grade bicycle that can be depended upon. During the season just ended we increased our volume of business jut 64 per cent. over any previous year in the history of this company.

## There Are Reasons Why We Did It

FIRST—The Racycle is made the very best material that money can buy, and riders know it.

SECOND—The Racycle is the nost widely advertised bicycle on the American market and there is a demand for it. THIRD—Dealers know that then they sell the Racycle they are making satisfied customers and thereby increasing their business. It's while to sell them.

FOURTH—There are more acual and positive talking points in favor of the Racycle than of any ordinary bicycle in the World and our agats take advantage of the fact. When they sell Racycles they have something to talk about, something to ay that will convince their customers and make the sale easy.

FIFTH—We work for our agets and help them by good, common sense, sales-producing publicity that sends customers to their store ready to buy.

We can help you too, Mr. Bicycle Dealer, if you will co-operate to the extent taking the agency and letting it be known that you have Racycles for sale. Next year we expect to increase our business 75 per cent. No expense will be spared to do it. Our advertising appropriation will be doubled, and we will give our agents such assistance as has never before been attempted. Your chance is right here.

When our business increases, the business of our agents increases also, for all our wheels are sold through Racycle agents.

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NOW IS THE TIME

Write Today—Don't Delay

The Miami Cycle & Mfg. Comply, F. M. JONES Middletown, Ohio

#### **KEEPING YOUNG FOLKS INTERESTED**

McCormick Developing a Generation of Cyclists in Monroe, Ga.-Free Outings with Prizes and Refreshments.

The success attending the enterprising efforts of B. P. McCormick of Monroe, Ga., in promoting outings somewhat along the lines of the "Wilson experiment," has aroused no little interest in his methods and

enough to be pleasant. If you don't come, when you see the crowd and the fun we are having, you will wish you had. B. P. McCormick, The Bicycle Man.

The time set gave the students of the agricultural college a chance to join immediately after the close of school for the day, and as they came out they were reminded of the bicycle parade by the ringing of bells and the tooting of bicycle horns on the part of those already in line. When all were assembled, they started off for the Bicycling World, he says: "This is only one of many rides that I have promoted this year. It is true that its costs me both time and money; nevertheless, the increase in the demand for bicycles and the extra work I get is sufficient to repay me 100 per cent.

"I am sure," he continues, "that if all the dealers in the United States had ex erted the same efforts and had got as good results as I have this year, their bank accounts would show a larger balance to their



McCORMICK'S YOUNG GUESTS ASSEMBLED FOR AN AFTERNOON RIDE

their results. The latter, as the Bicycling World already has stated, have been most profitable and satisfactory and perhaps no better explanation of McCormick's modus operandi is possible than the reproduction of the following circular, announcing his most recent demonstration, which, like the others, was designed chiefly to attract and enthuse the younger generation:

A good time for you!
I am going to have a bicycle ride Thursday afternoon at 2.30. I am going to give away five or six dollars' worth of prizes. Every one that goes will be given a ticket, which will be a chance on the things given away. One prize will be given to the oldest person in the crowd and one to the youngest. A nice prize will also be given for the prettiest decorated wheel.

Photographs will be taken of the en-

tire crowd and all will drink lemonade at my expense. Boys and girls, large and small, come out and let's see what a nice time we can have. Every one that has a wheel or can rent or borrow one be sure to come out. It is just cool

court house where they were grouped on the front steps for the photographer to train his camera on them, with the result shown by the illustration. Then the cyclists started out for a little trip, and everybody along the line knew that something was happening by the merry jingling of bells and the squawking of the bicycle horns.

Returning to the city, McCormick "made good" on the lemonade end of his promise, and then the drawing for prizes took place. The prizes consisted of foot pumps, bells, horns, lamps, graphite sticks, and similar articles, all of which made a good showing for the money. To quote the local newspaper, which gave a big account of the affair together with a picture of McCormick, "Altogether, it was a jolly, good time for the young folks and they want to have it over again."

The vital point of interest to bicycle dealers is that McCormick finds that such things pay. To quote his own words to the credit and the effect of the good accomplished in the bicycle industry would not be forgotten for a century to come. There is money in the bicycle business if it is given attention. All the trade should join in a campaign that will cause the nation to wake up to the realization of the fact that there is need of the bicycle in every walk of life. The health and pleasure, as well as the business advantages of bicycles are strong points to advertise, and if properly done, the public will think it cannot get along without them."

One of Tonawanda's (N. Y.) young "bloods" had his bicycle stolen one night last week while he was calling on a young lady. The loser doesn't mind as he is sure the thing will soon be brought to justice. The fork tips were cracked and the owner is confident that a sudden jolt will cause them to give way, probably injuring the rider, so that apprehension will-be easy:

#### GOERKE THE ONE-HOUR CHAMPION

Wins Title at Philadelphia Meet by Doing Nearly 49 Miles—Other Honors Well Distributed,

The Philadelphia Motorcycle Club held its second race meet of the season on the Point Breeze mile track on Saturday last, 5th inst. It proved interesting, but not so tart as the rather memorable previous meeting. Then some of the local men resented the presence of visiting competitors and when one of the latter changed his mount in the course of a race, they grew so ugly that they hooted him and made as if to mob him, that is, until their own favorite also made a change later in the same race. Since then the Philadelphians had learned how to vary their program and to restrict events, and on Saturday last, nothing but good feeling prevailed. Visitors had been sought for and were made welcome and the local favorite shifted from one machine to another at least four times in the course of the one hour national championship, which was the feature event of the card, and which was won by Walter Goerke, with nearly 49 miles to his credit. No one objected to or even remarked the changes, which are perfectly legitimate, and the leader of the former "mob," was active in assisting the changes.

It had rained the previous afternoon and as a result the track was not in good condition. It was too treacherous on the homestretch for any one to ride within four feet of the pole and at least one spill was due to the fact. It occurred in the five miles club championship, which from the standpoint of excitement, was easily the best race of the afternoon, Four men started, but the fight was all between Alex Klein (3 Harley-Daxidson) and Adolph Wicknick (3 Indian). It was one of those races one hears about but seldom sees. The men went all out all the way and passed and repassed each other a dozen times. Wicknick was faster on the straights but Klein was better on the turns and invariably cut down his rival's lead. On the last lap they had it out hammer and tongs style, Klein leading by a yard and Wicknick gaining by inches. The bad going required that they swing wide into the straight and as they did so, Wicknick rubbed Klein's rear wheel and fell. It spoiled a stirring finish, but Wicknick was unhurt.

In the three miles novice Charles Schleiffer (Harley-Davidson) started like a quarter horse and gained 150 yards in the first mile. He then went wrong and stopped suddenly, leaving F. Yewdell, riding a two-cylinder Bradley, to win by 100 yards from a field of seven. John Benders (Harley-Davidson) simply sailed away with the three miles for private owners. The second man, W. Augustine (Harley-Davidson), was nearly a half mile behind, and the

other two starters nowhere. The two visitors, Stanley T. Kellogg, Springfield, Mass. and Walter Goerke, Brooklyn, N. Y., both title holders, accounted for the other events, the ten miles open, the five miles handicap and the hour championship. Five men started in the open, Kellogg and Goerke on twin Indians, Yewdell on a double Bradley, Klein on a single Harley-Davidson, and A. J. Hilamen on a 31/2 single Hilaman. The result was never in doubt. Goerke led for two miles, when Kellogg went past and was never headed. He and Goerke lapped all the other contestants and finished in that order, 400 yards apart. Time, 11:41-good going, considering the poor track and a brisk wind that prevailed. Klein beat out Yewdell for the place. In the five miles handicap, Georke and Kellogg, both on 3 horsepower single cylinder Indians, gave away starts up to 90 seconds, A. T. Wilson (Armac) and J. J. Keating (Auto-bi) having that limit. Wilson led for two miles, when Goerke and Kellogg caught and passed him, the former winning handily by 30 yards from Kellogg, in 6:18. Wicknick (21/4 Indian) 40 seconds, was third. Klein (40 seconds) ran wide on the backstretch in the first mile and brought up sitting in a ditch half full of water. He was none the worse for his wetting and lined up for the hour championship in which seven men started, viz.: Kellogg and Goerke on twin Indians, Yewdell on a double Bradley, and Klein (Harley-Davidson), Hilamen (Hilamen), Wilson (Armac), and E. T. Banes (War Horse), on singles.

The race was all for third place. In the first mile Goerke and Kellogg pulled away from the others, and in each succeeding lap they simply opened the gap wider. On the first lap Goerke drew a big lead and was 75 yards ahead, but with Kellogg crouched away down and picking up. He caught him during the fifth mile and as they then had lapped the field, they sat up and indulged in a conversazione for several laps, meanwhile taking turns at leading. Klein, who was in third place for a while, went wrong early and had a peck of trouble. He used three different machines, but continued to lose ground and finally quit with 21 miles to his credit when he was more than five miles behind. Yewdell plugged steadily, but he, too, kept sliding further back. The others were simply "not in it." Kellogg and Goerke simply rode rings around them until on the 34th mile the latter's coaster brake went wrong. A 3 horsepower single was hurried to him and he lost less than two miles, and picked up when Kellogg slowed to refill his tank from a canteen.

Kellogg apparently had the race safely won and as 30 miles had been covered in 35:083/5, he looked good for more than 50 miles in the hour, until the 41st mile, when changing the position of his pedals he kicked and broke the commutator wiring and stopped suddenly. A 3 horsepower single was supplied to him, but meanwhile Goerke made up more than his lost ground and took the lead. Despite their changes from doubles

to singles they continued to lap the others and when the gun fired at the end of the hour the third man, Yewdell, was more than eight miles behind Goerke, who was 1,000 yards in front of Kellogg. Goerke was 100 yards from the tape on his 49th mile when the hour closed, his score being 48 miles 1,570 yards; Kellogg, with 48½ miles was second; Yewdell, 40 miles 1,470 yards, third; Hilamen, 37 miles, fourth; Banes, 27½ miles, fifth, and Wilson, 26½ miles, sixth.

The best previous record for the hour was 41 1-16 miles, made by Kellogg at Rochester, N. Y. last year on a 110 pound machine. The figures in Saturday's race from 21 miles upward may be considered provisional records, which probably will be booked when the now inert international body that set the weight limit "dies" officially. There were no existing records for distances above 20 miles. The summary:

The summary:

Three miles novice—Won by F. Yewdell (Bradley); second, William Augustine (Harley-Davidson); third, A. J. Hilaman. Time, 4:51½.

Five miles, Philadelphia Motorcycle Club championship—Won by Alex Klein (Harley-Davidson); second, Charles Schleiffer (Harley-Davidson); third, W. Augustine (Harley-Davidson). Time, 6:363/5.

Three miles for private owners—Won by John Benders (Harley-Davidson); second, William. Augustine (Harley-Davidson). Time, 4:28%.

Ten miles open—Won by S. T. Kellogg (Indian); second, Walter Goerke (Indian); third, A. Klein (Harley-Davidson). Time, 11-41

Five miles handicap—Won by Walter Goerke, scratch (Indian); second, S. T. Kellogg, scratch ((Indian); third, A. Wicknick, 40 seconds (Indian). Time, 6:18.

One hour National Amateur Championship—Won by Walter Goerke (Indian), 48 miles, 1,570 yards; second, S. T. Kellogg, (Indian), 48 miles 650 yards; third, F. Yewdell (Bradley), 40 miles 1,470 yards. Time, by miles:

```
Mile. Name.
                              Mile. Name.
                              25 Goerke ...29:15
   Goerke .. 1:17%
                              26 Goerke
    Goerke ...
                   2:261/5
                                            ...30:253/5
                              27 Goerke ...31:362/5
    Goerke ..
                   3:36%
                  4:463/s
5:56
7:05
8:142/s
9:262/s
                              28 Goerke
                                  Goerke ..32:453/5
Goerke ..33:561/5
Goerke ..35:073/5
    Goerke ...
                              29
    Kellogg ..
    Kellogg ..
                              30 Goerke
                                            ..36:19
    Kellogg ..
                              31
                                  Goerke
                              32
    Goerke ..
                                  Goerke
                              33 Goerke ...38:393/5
34 Kellogg ...40:223/5
   Goerke .. 10:36%
   Kellogg ..11:513/5
                              35 Kellogg ..41:493/5
36 Kellogg ..43:10
   Kellogg .. 12:55%
    Kellogg .. 14:053/5
13 Kellogg ..15:18
                              37 Kellogg ...44:212/5
                              38 Kellogg ..45:363/5
14 Kellogg .. 16:301/5
   Goerke ...17:392/5
Goerke ...18:50
Goerke ...19:59
Goerke ...20:59
                              39 Kellogg ..46:513/5
                              40 Kellogg .. 48:062/5
                                 Goerke ..49:45
                              41
              ..20:091/5
                                               .51:043/4
                              42
                                 Goerke
                 22:17<sup>3</sup>/<sub>5</sub>
23:28<sup>2</sup>/<sub>5</sub>
                                               52:213/5
                              43 Goerke
   Goerke
20 Goerke ...
                                               53:393/5
                              44 Goerke
   Goerke ...24:384/5
                                               54:551/5
                              45 Goerke
              ..25:45%
                              46 Goerke
                                               56:123/5
22 Goerke
   Goerke .. 26:573/5
                                                  283/
                                 Goerke
24 Goerke ...28:06
                              48 Goerke
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Trials against track record of 1:0345—Stanley T. Kellogg, first trial, 1:05; second trial, 1:04.

#### **HOW DISASTER CAME TO WALTHOUR**

Particulars of the Accident That Nearly
Caused Atlantan's Death—Story of
an Eye Witness.

With the arrival of the foreign mail this week came the news that R. J. Walthour, who was injured in a terrible accident at the Spandau track, Berlin, on Sunday, September 29th, has recovered sufficiently to leave the hospital and that he will be recovered in a short time. A graphic account of the accident, as seen by an eye witness, also was received.

The accident happened in the second heat of the Grand Prix of Spandau, which brought together Walthour, Guignard, Menus Bedell, John Bedell, Salzmann and Vanderstuyft. Menus Bedell had brilliantly won the first heat at 40 kilometres, in 27 minutes 31 seconds, after a hard fight against Guignard, whom he beat by only 15 yards. Walthour was a half-mile behind, Vanderstuyft was fourth, Salzman fifth and John Bedell last.

At the moment the pistol was fired for the start of the second heat Menus Bedell again took the lead, but he was immediately passed by Guignard and Walthour. In spite of the terrific pace set up by Guignard, Menus Bedell began to gradually approach him by degrees, and after a hard ride for several laps reached the leading pair. The spectators enthused when Bedell breasted Guignard and Walthour and when after a two laps' sprint he passed, their appreciation knew no bounds. In the hard grind Walthour pulled away from Guignard and after several laps more of ridig seemed a likely winner, barring accidents.

In the 51st lap, at the precise moment when Guignard was rounding the lower turn a detonation sounded in the air. The front tire of his motor had bursted, at the same place where Peguy had met his fatal accident early in the summer. Guignard and his pacer, Stiploschick, executed a fantastic whirligig, and while the two were rolling on the track, with the motor turning several times over them, the bursted tank caught fire and left a blaze along the homestretch of the track. The excitement was immense.

The track attendants ran to etxtricate Guignard and Stiploschick. The first luckily escaped with a few abrasions of the skin, but the pacemaker had an arm broken. An ambulance attendant hurried Guignard off the track and after seeing that he was all right, imprudently ran across the track, at the moment that Hoffman, pacing Walthour, came around the turn at the rate of 90 kilometres an hour. The man did not have time to jump aside before the heavy motor struck him and his body was projected several yards. Hoffman and his machine fell over to one side and rolled over several times, Walthour executing a somersault as if he had been hurled from a catapult, landing on his head on the cement, then falling over on his back.

An audible groan went up from the immense throng of spectators at the sight of the horrible catastrophe. Walthour lay still as did the ambulance attendant and the people turned their eyes away from the spectacle. Walthour was rushed to the hospital where it was found that he had sustained only a slight concussion of the brain, and had not broken his back, as was at first feared. The ambulance attendant was killed instantly, his head being crushed and one hand completely severed. Hoffman escaped with a badly wrenched leg and bruises, but his motor was smashed, and the unfortunate pacemaker worried more over that than he did from his injuries. The poor German seems to be ill-fated. He was pacing Harry Elkes when that popular rider met his death several years ago, and he also was in front of Mettling when the young American received injuries which resulted in his demise. Now he has a third to his list and his nerves are unstrung.

#### Carson Wins Road Race at Philadelphia.

Thomas Carson, of the North Penn Wheelmen, won the first open handicap road race promoted by the new Stevens Wheelmen, under sanction of the National Cycling Association, at Philadelphia, last Sunday, 6th inst. Carson had a handicap of 71/2 minutes and covered the 15-mile course in 46 minutes 5 seconds. John Farber, Stroud Wheelmen, finished second from the 2-minute mark, beating Leon Grogan, of motor paced fame. Old "war-horse" Stroud was, as usual, right at home with the fast riders and won the time prize in 42 minutes, although little Dan Trotter gave him a battle royal at the tape. Stroud won out by only three inches. The course was over a 21/2 mile stretch, the riders making three round trips. The summary:

1, Thomas Carson, North Penn W. (7½ minutes), 46:05; 2, John Farber, Stroud W. (2:00); 3, Leon Grogan, North Penn W. (2:00); 4, W. R. Stroud, Stroud W. (scratch); 5, Dan Trotter, Stevens W. (scratch); 6, C. M. Coyle, Stroud W. (4:00); 7, Walter Miller, Stevens W. (7:30); 8, Joseph Baumgard, Stroud W. (4:00).

Time—1, W. R. Stroud (scratch), 42:00; 2, Dan Trotter (scratch), 42:00½; 3, John Farber (2:00), 43:25.

#### One each for Morrison and Hughes.

Instead of the 20-mile club handicap which it had planned, the Edgecombe Wheelmen last Sunday, 6th inst., held the first two scratch races in the series for the club championship. The races were held at Valley Stream, N. Y. S. R. Morrison won the half mile after a lively sprint with Reese J. Hughes. Christopher Kind was third, Nicholas Kind fourth, and Richard Hughes fifth. Time, 1:23. Hughes turned the tables on Morrison in the mile, winning by a close margin. Chris Kind beat Richard Hughes for third and Nick Kink was fifth. Time, 2:29.

#### **AURORA'S FIRST MOTORCYCLE MEET**

Van Sickle Captures Two of the Three
Events—Track Soft and Causes a
Harmless Spill.

Charles W. Van Sickle of Hammond, Ind., and Roy D. Buell of Chicago, divided honors at the first and much postponed meet of the new Aurora (Ill.) Motorcycle Club in that city on Saturday last, 5th inst. The track was soft and cuppy so that high speed was impossible. Van Sickle attempted to give an exhibition on his big Indian, but skidded in a soft spot and fell. He got up and finished, but of course no records were endangered. Van Sickle finished first in the five miles for single cylinder and also in the three mile, while R. D. Buell, Curtiss, accounted for the ten mile handicap. C. S. Hinckley (Thor) was the only local rider to score; he got two seconds and one third. The summary:

Five miles, for single cylinder machines—Won by Charles W. Van Sickle, Hammond, Ind. (Indian); second, Fred Huyck, Chicago (Harley-Davidson); third, C. S. Hinckley, Aurora (Thor). Time, not given.

Three miles for single cylinder machines—Won by Charles W. Van Sickle (Indian); second, C. S. Hinckley (Thor); third, Fred Huyck (Harley-Davidson).

Ten miles, free-for-all handicap—Won by R. D. Buell, Chicago (Curtiss); second C. S. Hinckley (Thor); third, C. W. Van Sickle (Indian).

#### Perden Was Fastest Bicycle Cop.

Gus Perden, of the 64th precinct, showed Police Commissioner Bingham last Saturday, 5th inst., that he is one of the fastest bicycle "cops" on the force. It was the occasion of the annual field day of the Patrolmen's Benevolent Association, at Celtic Park, Long Island City, and Perden proved the speediest of the bicycle policemen, winning both events. Perden had 60 yards in the two mile handicap and won from H. McAvoy, 76th precinct, who started from scratch. F. Hoffman, another scratch rider, finished third. Time, 6:114/5. Perden was given 200 yards in the five mile handicap and beat W. G. Frank, the old flat floor crack, who now is attached to the 74th precinct, and who started on the same mark with Perden. A. Winter, 15th precinct, on scratch, was third. Time, 17:11.

#### Judge's Pace Maker Failed to Appear.

The non-appearance of a pace-maker for Alfred Judge, who was down on the program to ride a motor paced match against William Canfield at the Argman games at Celtic Park, Long Island City, last Sunday, 6th inst., nearly caused a riot. The Celts blamed Canfield and the big professional had difficulty in showing that he was not to blame for the non-appearance of the motorcyclist.

#### TWENTY-ONE IN TRIANGULAR RUN

Providence Motorcyclists Take Their Annual 150-Mile Outing—All Finish, but

Some Experience Mishaps.

That popular yearly event of the Providence Motorcycle Club, the annual "Triangular Run" from Providence to Worcester, Worcester to Boston, and Boston to Providence, a distance of 150 miles, took place on Sunday, the 5th inst, twenty-one riders starting and twenty-one riders finishing. The start from Providence was made at 7 o'clock in the morning, and all of the participants reached Providence again by 4 o'clock in the afternoon.

Many delinquent ones showed up after the main caravan had gone, and of these, some by hard riding caught up and went the whole distance, while others took short cuts and joined in for the return from Boston. The schedule provided for a 10 o'clock arrival at Worcester, but all of the riders made this point before schedule time. Leaving Worcester at 10:45, Boston was the next objective point, the aim being to get there in time for a 1 o'clock dinner. Nobody missed even the first course of the dinner. The return from Boston was a go-as-you-please.

The official participants in the run, aside from the tardy riders who later joined in, were as follows: Fred Ennis, Louis E. Davis, William Fears, Frank Wilkinson, Karl Larsson, Frank Larsson, Jesse B. Shaw, Albert Larson, E. L. Buffington, D. V. Rieley, Frank Labonte, all of whom rode Indians; Mr. and Mrs. H. Carpenter, Indian tandem attachment; B. A. Swensen and W. W. Scott, Indian tri-car; Stanley Easton, K. Olson, Merkels; Arthur Carr, Marsh; Charles Pearson, Wagner; Arnold Heilbron, Orient; and Clarence Lewis, Brassard.

His tri-car carrying a seemingly inexhaustible store of pedals, chains, pumps and spare parts, B. A. Swenson acted as the good angel and Samaritan for those who encountered hard luck. Happiest of all those who had difficulties was Rieley, who in the two previous annual runs had started out as bravely as any one, but had been unable to finish either time. His happiness came through finally overcoming the hoodoo which seemed to beset him. On the first leg of the trip, he lost the road about six times in the first 25 miles. At Worcester, where he told his troubles to the other riders, it was discovered that he had his leggins reversed, the right leggin being on the left leg and vice-versa. By correcting this error in his apparel the hoodoo was completely exorcised, and he had no further difficulty. Davis, who is a new rider of two months, with a machine four years old, was twice on the point of giving up, once when he explored the depths of a mudhole and broke a pedal, and later when he broke his chain. On each occasion, how-

ever, Swenson helped him out with his ready store of extras, and he finished in good style. Carr received similar help after demonstrating to a dog that a motorcycle pedal, when broken off in the ribs, is fatal. Incidentally Carr learned from the experience that sliding on one's face on a rough road for even a short distance is very disturbing to the cuticle. Pearson, a new member who weighs 240 pounds, was only persuaded to essay the trip after much urging as he did not think a motorcycle could carry him through such an arduous trip, particularly as a heavy rain the night before had made the roads none too good. He was surprised to find that he got through without a bit of trouble.

#### Wray Recovers Stolen Mount.

Howard K. Wray this week recovered his 7 horsepower Simplex-Peugeot motorcycle which was stolen from the hotel barn at Roslyn, N. Y., the night before the big hill climbing contest, promoted by the New York and Brooklyn Motorcycle Clubs and held on Manhassett Hill on May 30th last.

The recovery of the machine will put an end to a nasty lot of idle charges and whispered suspicions and if there is any shame in them, there are a number of men in New York and Brooklyn who now have cause to hang their heads. The theft came near to proving a more or less celebrated scandal. It occurred during the night, the lock on the barn having been broken, but only Wray's machine, of a collection of twenty-five or thirty, was taken.

He had intended to use the big Simplex in the hill climbing contest and with the hotheadedness and ready tongue which since have lead the F. A. M. to rule him out of all competition for one year, he was not slow to charge that certain of the other entrants in the contest were guilty of the robbery. He warmly declared that they had made off with his mount because they feared his prowess and he even had the audacity to call on them and say as much. They "jollied" the youngster and merely bid him "roll his hoop" before he got hurt.

The treatment did not appease him and he and his friends did not cease to repeat their suspicions. Later, Wray's guardian brought action against the hotel keeper, but nothing came of it and the recovery of the machine will put an end to the proceedings, although young Wray wanted "damages"; instead he received only a hotel keeper's laugh. The motorcycle, it appears, was stolen by a Roslyn negro who turned it over to the black sheep of a respectable family. It was ridden but once and since has been kept in close concealment. It might never have been found had not the negro and his pal fallen out and hints been dropped as to its whereabouts.

Newark, N. J., has decided to increase the number of its motorcycle patrolmen from the one who has been in service for some time, to a total of five in all. Four new motorcycles have been ordered.

#### ARMLESS WONDER WAS A WINNER

And He Did Not Have the Limit, Either—Grimmell Led the Bunch in the
Baltimore Road Race.

Although there are several armless wonders in the world they mostly are confined to dime museums or itinerant shows and the stunts or tricks they do are a profession, a means of livelihood, with them. A one-armed cyclist or motorcyclist is not a rarity, but a one-armed racing cyclist is so unsual as to excite comment, especially when he wins a race. Baltimore boasts of such a wonder, in the person of N. G. Grimmell, and although handicapped by the loss of one of his most important members Grimmell showed that he had enough pluck and speed to not let a little thing like that bother him, by winning the 12-mile handicap road race promoted by the Crescent Bicycle Club at Baltimore Sunday, 6th inst.

Grimmell started with the 5-minute markers and outrode them at every point, passing the riders on the marks ahead before three-quarters of the distance had been covered. Grimmell used to ride in the old Coliseum years ago and had not participated in a race for six years. He covered the course in 38 minutes.

Shanklin, Towson, the Boehm brothers and Cole started from scratch, but the first-named two shook their fellow markers and finished well up, Shanklin beating Towson in the sprint and getting second position.

The race was very successful and although the starting point was two miles from any car line a crowd estimated at about 2,000 saw the race. The course was over the famous old Shell road, starting from Ramias' North Point House. The course was triangular, measuring six miles, so that the contestants had to cover it twice.

Several riders had falls, but no one was seriously hurt. Fred Welsh of the Crescents, and Howard Cole, Lafayette, had punctures, Cole finishing on a second wheel. Welsh used three machines, but all punctured, and he did not finish. Twenty-four riders started, all but three finishing, as follows:

Hdep	. Time.
Pos. Rider and Club. Min.	M. S.
1 N. G. Grimmell, C. W5	38:00
2 R. L. Shanklin, C.B.Cscratch	33:45
3 G. E. Towson, C.B.Cscratch	34:00
4 T. J. Kind, unattached4	38:15
5 L. J. Lenning, H. W4	39:00
6 Harry Boehm, L. Wscratch	35:15
7 W. H. Martell, C.B.C	37:30
8 E. R. Boehm, L. Wscratch	36:00
9 A. F. Bennett, L. W	41:30
10 A. Millar, H. W4	41:00
11 Jean Chuard, C.B.C2	39:30
12 A. S. Boehm, L. W	41:00
13 T. S. Taylor, unattached5	46:00
14 W. A. Keese, unattached5	49:00
15 H. L. Cole, L. Wscratch	48:00
16 W. Bush, C.B.C7	56:00
17 T. W. Baker, C.B.C4	43:45
18 W. Leonberger, C.B.C6	56:01

#### **MORE ADVENTURES AMONG MOORS**

Holt Continues Tour in Morocco—Camping in Olive Grove—Exciting Night Ride and Arrival at Tangier.

Tangier, Morocco.-After tea we left Abdeslem's house, the mother and children calling "Selhama" after us, and Abdeslem, showing his learning, shouting "good-bye." Across the plains of Boubana runs merely a prairie track, now clearly marked, now almost lost; now rough, now smooth; now level, now running over little hillocks. For several miles I was on my wheel nearly as much as off of it, which is saying considerable for this country. With occasional stops, like milestones, that the man-servant, Bogote, might not have apoplexy-for he is a lazy Moor-we crossed Boubana and reached the hills beyond. Stopping a moment to look backward, I saw a camel caravan of five animals approaching swiftly, the pacing step of the apparently awkward animals carrying them rapidly along. After this the road led for several miles among the hills and no noteworthy incident occurred. Now and then we would pass a native farmer operating one of the wooden plows which is hewn out of the limb of a tree and which is drawn by oxen, mules, donkeys, horses or women, or by various combinations of them. Sometimes we met women carrying firewood towards Tangier. Women in Morocco are almost solely beasts of burden. A high class Moor would not think of mentioning his wife (or his wives) to other Moors in polite conversation. When necessity compels the mention of her, it is done with numerous apologies.

"It was, my lord—pardon me—it was a woman who said this thing." That is about the way he would put it. The Moors have a saying which expresses their opinion of feminine intellectuality: "Before doing anything of importance, ask the advice of ten masculine friends; if you have not ten, ask of five; and if you have but one, ask of him. But if you have none, then ask your wife, and do the exact opposite of what she advises. Then shalt thou prosper."

After a space we reached the Olivari, or olive grove, one of the most beautiful spots in northern Morocco, I have been told, and this I can believe. It is a high, rocky hill, made sacred by the tomb of a saint, and is covered with the symmetrical shaped olive trees. From one side one may look over vast stretches of country; from the other, the sight takes in a native village, Hamara, smeared upon a hillside and enclosed in a ring of cactus and aloe, or may look downward for several hundred feet to where a little stream gurgles through rocky walls or spreads out into a broad bed of mud. From the village, about a mile away, came the shrill cry of the ghaitah-an appeal to Allah to give rain to the thirsty land.

Upon a rocky shelf, shaded by olive trees

and overlooking the valley far below, we "pitched camp" and prepared to spend the night. Our camp outfit was very meagre—only a small rubber blanket to stretch above our heads, a couple of cups and spoons. Supplied with a handful of Moorish money—of which it takes a couple of pounds of coppers to make a shilling—Bogote went to the straw village for such things as we desired, while I stretched myself out for a smoke, which ended in a nap.

Presently returned Bogote. In one hand he carried a Moorish water jar, suspended from a string, and filled with water from the creek. In the other were two big round loaves of fresh-baked Moorish bread, about a foot in diameter, an inch thick, and much resembling a huge pancake. Placing these upon the ground—the water jar very carefully in a clean spot, and the bread wherever it happened to fall-Bogote proceeded to extract from the koob, or hood, of his jellab, which hung down his back like a sack, various articles, including a small water jar, sugar, tea, a little pot of butter and some fruit. Then while I "bossed the job" and attended to putting the edibles where the multitudinous mountain vermin would have to work to reach them, Bogote gathered sticks, made a crude fireplace of rocks in a spot where the back of the cliff made a natural chimney, and in a short time had a small fire and much smoke. Into this fire he put the smaller water jar, filled with water, piling burning faggots up around it. This hastened the boiling, but later there was a distinct appearance of charcoal in our tea. When the tea was ready, we ate our meal of bread and butter-the butter much resembled American axle greasefruit and tea, while Bogote explained in detail how and where he had secured this article and that in the village. His system, I judged, was to call upon the women of the village and inform them of what he wanted, using threats, if necessary, to get it, and afterwards paying whatever he thought the article was worth.

Our appetites being satisfied, Bogote rolled himself in his jellab and in a few minutes was fast asleep. Wrapped in my rubber blanket, I smoked till the stars came out, then joined Bogote in sleep.

Several applications of the toe of my shoe were necessary to arouse my guide from his slumbers the next morning, but at last he awakened. Having brought a jar of fresh water from the creek, he made a fire while I managed to get enough water upon myself to feel freshened. Our breakfast resembled our supper, and after it was finished we extinguished the embers of our fire and descended the mountain, at the foot of which I had to wait till Bogote had returned the things we had hired of the villagers.

From the Olivari we went southward, intending to describe a semi-circle of about 20 miles, which would end in Tangier. And then began the wearisome part of the journey. I was able to ride but little, there being in some places no road at all, and at

best merely a donkey track. Up to noon we covered about ten miles, and were very tired. Luncheon we had beneath a big tree near a straw hut, the owner of which Bogote had induced, by the means of backsheesh and plenty of appeals to Allah, to sell us food. It was neither of the best quality nor of the greatest cleanliness; but it served its purpose. Wishing to reach Tangier that night, we pushed on immediately our meal was finished, the Moors at the house continuing their inspection of us as long as we were in sight. Late in the afternoon we struck a road, but where it led to my guide had no idea. He suggested Lairache and then Fez, but I had different ideas, knowing that the sun sets neither in the south nor the east. I decided to follow the road eastward, judging that it would bring us out somewhere on the coast near Tangier. Came darkness and still there seemed no end of the rolling fields. Tired, and now unable to ride at all, we trudged on, the darkness growing more dense each moment. Then the road suddenly changed and I felt sand beneath my feet. Then I knew we were nearing the sea. In the distance a dog barked, and against the sky I could faintly discern a big hill.

Suddenly a light flashed, and we saw a hut by the side of the path—the road had now dwindled away to a mere track. At the same time a man's voice asked a question in Arabic. Bogote answered, and hurried "Him bad man," was all I could get out of him. Pretty soon a hill of sand barred out way. We turned to the rightmore sand dunes; to the left-the same. I knew, then, that the seashore could be no more than a mile further, and that we were south of the city, but how far I did not know. We got up the first sand hill after much labor, and then could see only more sand. Bogote became nervous. "This very bad place," he said, "no go furder." Not having any lucid idea of where we should go, if not "furder," he finally decided to continue. Up and down the sand hills we stumbled and slid, and I felt for the first time the sense of being lost in the darkness. Whichever way I looked a wall of blackness melted into the dull gray of the sand. An apprehension that was painfully physical came down upon me. We could only go ahead. I knew we were not traveling in a circle, for I kept headed towards a certain star.

Suddenly there came the sharp growl of a dog not far from us; then a bark and another, answered from east and west and north and south. From out the darkness a black figure shot into the gray of the sand. I struck at it with a stick I had picked up, and with a snarl it vanished. Then from another side came another dog. I struck at it as Bogote struck at and cursed another. Now the air was filled with the barking of dags, and we could see a dozen near us. For perhaps half a mile they followed, now dashing in, only to be met with clubs and to run away yelping. This vicious

attack, coupled with the darkness which pushed against our eyes, and the apparent inutility of endeavor caused all the bountiful supply of "yellow" in Bogote's nature to come to the top. For some reason the dogs suddenly left us, and then he sank upon the sand and began to curse me, his curses gradually changing into words of fear. These sand dunes, he said were filled with "bad people" who would kill us both, there were wild dogs, and there were various other things, visible and invisible, which would work to our destruction. Out of the darkness Bogote's voice sounded like a prophet's, pronouncing doom.

I laughed at Bogote, though the laugh came a trifle edgewise, and told him we were going on just the same. His silence for a moment whispered a warning to me. Suddenly he jumped to his feet and began to run, slipping and stumbling in the sand. Before he had gone a rod I was after him, my revolver in my hand. "I'll shoot you," I shouted, "if you don't come back." Quick action was necessary, as in the darkness he would soon have been beyond reach. To emphasize my remark I fired, to one side of him. With the report Bogote dropped, and then I was standing over him, my revolver in a position to cover him. He tried to explain. I ordered him to proceed, an action he refused to take till I had kicked him in the ribs several times and, when he had gotten to his feet, prodded the muzzle of my gun into the back of his neck and told him I'd bury him in the sand if he didn't obey orders. It so happened that once in Teheran Bogote, was serving as guide for an Englishman who wanted to go into places of which Bogote was afraid. But Bogote finally went, driven at the point of a large calibre pistol. Once he tried to break away down a side street, but a big bullet had chipped a piece out of the stucco wall in front of him, after missing his nose by a filinger breadth, so he had gone back, Perhaps he was now thinking of this experience; at any rate, he became obedient and after much hunting, we found the bicycle. Then we pushed onward.

Rising upon the crest of a sand wave we saw the bay of Tangier, the lights of a dozen men of war flickering in the distance, and far to the left the lights of the city. We turned towards Tangier, Scarcely had we gone a dozen steps when we came upon a little white picket tent. Even as I realized its nature, came the challenge of the guard, as he sprang; from the ground and raised his rifle. Then for a second time did Bogote lose his head, figuratively, with a good chance of the expression obtaining a literal meaning. To the challenge he made no response, only looking wildly about him. Then began the guard to count, in Arabic (that much of which, thank heaven, I understood!) At the first count, Bogote threw himself upon the ground crying "He'll shoot." At the second count, I shouted to Bogote, "you fool, tell him we're from the Consulate Americana." I used the Spanish form in the hope that the guard would

catch its meaning. The third count stopped almost before it had begun, and the guard asked if I were from the consulate. Then Bogote's returning wits made him lie gladly and profusely. I am not sure but that, according to Bogote, I was the American minister, or at least, the President of America (there are no United States here) before he stopped talking. But it did the business; the guard saluted, and told us to pass on. In a few minutes we had reached the smooth sand of the crescent-shaped beach which curves from Tangier, and were going swiftly towards the town. Once again were we challenged by a guard, but having learned from experience, Bogote merely said "from the American consulate," and we were not interfered with.

At the first native coffee house on the beach we stopped to rest, while we disposed of many tumblers of sweet, black coffee.

"Bogote," said I, "I think we'll take another bicycle ride some time, eh?"

Bogote looked at me with a hunted expression, sipped his coffee slowly, then said:

"Maybe you no care to live, maybe have no family. Me have family. Me no go with you no more. Insha Allah." And as for me—well, I agreed with Bogote.

GEORGE E. HOLT.

#### Tragic Death of a Pioneer.

Thomas J. Deupree, of Memphis, Tenn., successively one of the pioneer cyclists and motorcyclists in the South and one of the best known, met his death in that city on Sunday last, 6th inst., as the result of a collision with a street car. He had spent the forenoon at the silverware store of George T. Brodnax, Inc., in which he had a large interest, making arrangements for the "fall opening" which was to have occurred the following day. At noon he left astride his motor bicycle for his home and enroute crashed into the side of a street car while going at a brisk rate of speed. He succumbed to his injuries two hours later without regaining consciousness.

Other than abrasions on his hands and legs the only visible mark of injury was a small bruise on the left temple. The physicians stated that a blood clot on the brain had caused his death. Accounts differ as to the cause of the accident. According to one story. Deupree sacrificed himself by deliberately running into the car to avoid striking a woman pedestrian but the woman concerned stated that she had heard his approach and was well out of the way before the crash occurred. It appears as if misjudging the distance and being unable to clear the car at the crossing, he attempted to apply the brake but was moving too fast to do so successfully. Deupree, who was a Mississippian by birth, was 43 years of age and leaves a wife and four children. He had lived in Memphis most of his life and in the very early 80's engaged in the bicycle business with his lifelong friend and partner, Brodnax. Deupree won some fame as a racing man and also played a part in

L. A. W. affairs in the South. When the motorcycle developed he was among the first to be attracted to it. Each year he spent several weeks in New York and it was his habit to ship his machine here that he might make use of it. As late as August last, he started in the F. A. M. endurance contest from New York to Providence but owing to trouble with his machine he fell out early in the fray. After making repairs, however, he toured to Providence and arrived before the F. A. M. meet concluded His tall, gaunt frame and dark, serious face made him a conspicuous figure. He was a great advocate of the two speed gear and before leaving New York placed an order for a foreign motorcycle and tricar solely that he might obtain a gear of the sort.

#### Milwaukee Plans an Ambitious Meet.

Milwaukee, that is to say, the Milwaukee Motorcycle Club, means to "spread" itself on October 26th, when it purposes holding what is expected to prove the biggest and most important motorcycle meet ever held in the West. Among other events, the five miles national championship-the only one remaining undecided-probably will be included in the program, and also the first 50 miles team race for the Betts Shield. Ralph D. Sporleder, who is chairman of the club's race committee, states that he has assurances that both the Chicago Motorcycle Club and the Aurora Motorcycle Club will enter teams to do battle with a Milwaukee pair. Some other of the events also are rather out of the usual, the full list being as follows: Two miles for machines of less than 20 cubic inches displacement; three miles for riders of less than one year's experience; one mile open, for single cylinders under 30.50 cubic inches; one mile for touring motorcycles under 30.50 cubic inches, equipped with mufflers, mud guards, etc.; five miles handicap for machines under 25 cubic inches; ten miles for machines under 61 cubic inches; five miles team race for Goodrich cup, open to clubs in F. A. M. western district; and 25 miles handicap, open.

#### All Starters Survived the Century.

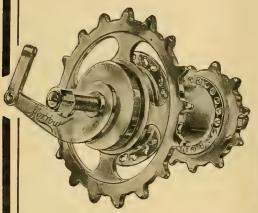
Sixteen riders took part in the Baltimore Motorcycle Club's century to Frederick, Md., and return, on Sunday, the 5th inst. Al of them came through, although there were a few stoppages for punctures. A number of motorcyclists from Frederick came down as far as Ridgeville to meet the visitors and escort them into Frederick and say "welcome to our city."

Heretofore the Baltimoreans have been so sympathetic with each other in trouble on the road that when any one of their number would have trouble the whole aggregation would stop to help him out. This has been found so wasteful of time that on the run to Frederick a new system was tried, by which the riders were paired off, two by two, and if a rider got into trouble only his partner remained behind with him to lend assistance.

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#### MILLIONS OF MILES OF ROADS

Progress in Work of Improvement—Where Advance Has Been Made—Indiana Has Most Good Highways.

While it is known in a general way that some parts of the country have made greater progress than others in the improvement of the public roads, and that enormous sums are expended annually on road construction and repairs, there has been no information compiled up to the present time showing just what has been accomplished and how much is expended annually for this purpose in the United States, says a Washington correspondent. A few of the States have published reports giving some information upon these subjects, but only in rare cases have they shown the mileage of improved roads or the road expenditures by local authorities.

The office of public roads in the Agricultural Department has just completed the collection, compilation and publication of information from every county of the United States in regard to the mileage of improved and unimproved country roads in the year 1904, and the expenditures on roads and bridges from property and poll taxes, bond issues, and State funds under the State-aid laws, and the amount of value of the labor expended under the statute-labor laws.

In 1904 there were 2,151,570 miles of public road in the United States. Of this mileage, 108,232.9 miles were surfaced and gravel; 38,621.7 miles were stone, and 6,809.7 miles were special materials, such as shells, sand-clay, oil, and brick, making in all 153,664.3 miles of improved road. From this it follows that 7.14 per cent. of all the roads in this country have been improved.

By comparing the total road mileage with the area of all the States and Territories it appears that there was 0.73 of a mile of road per square mile of territory. A comparison of road mileage with population shows that there was one mile of road to every thirty-five inhabitants, and one mile of improved road to every 492 inhabitants.

The 2,151,570 miles of public roads in the United States do not include roads in Indian Territory, Alaska, and the island possessions. Indian Territory and Alaska were not organized by counties in 1904, and it was impossible to secure complete information from Porto Rico, Hawaii, the Philippines, and Guam. The mileage of roads given in the tables does not include streets or boulevards in incorporated cities and villages.

The majority of all the roads in this country were originally laid out along the boundary lines of farms, with little regard for drainage, topography, and alignment. In the Eastern States the boundary lines of farms were very irregular, and conse-

quently many of the roads are crooked and badly located with reference to grades. In the Middle West, where the land was laid out by the Government, the roads follow the section lines, and in thickly settled communities, the quarter-section lines. In compiling these figures, the aim has been to include only the mileage of roads actually open and in use.

Only four States have more than 100,000 miles of roads. Texas stands first, with 121,409 miles; Missouri second, with 108,133; Iowa third, with 102,448; and Kansas fourth, with 101,196. The District of Columbia has only 191 miles of road, Rhode Island has 2,361 miles, which is the smallest mileage of any State. Delaware has only 3,000, and Arizona only 5,987 miles.

By comparing the road mileage with the areas in square miles, the District of Co-



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lumbia is found to stand first, with 3.18 miles of road per square mile of area, while Connecticut is highest among the States with 2.90 miles. Rhode Island has 2.24 miles, Pennsylvania 2.21 miles per square mile of area. Arizona has only 0.05 of a mile, the smallest mileage per square mile; Utah has 0.08 and Wyoming 0.10 of a mile per square mile.

Assuming the average width of the rights of way of country roads in the United States to be 40 feet, the area of such rights of way in 1904 amounted to 10.431,-727 acres. Estimating the value of this land on a basis of the valuation of farm lands in each State, the approximate value of the rights of way of all the public roads would be \$341,899,306. A much higher valuation would be amply justified by the fact that in sections where the mileage of roads is greatest the land is considerably above the average in value. A much higher estimated value would also result from assuming that rights of way of roads are as valuable as the contiguous farm lands, which are always worth considerably more than the general average. The value of the rights of way, however, constitutes a very small part of the value of the roads when we take into consideration the amount that is expended in material and labor in improving and maintaining them.

It was generally believed at the time when railroad building was first undertaken in this country that the railroad would supplant the wagon road, and this line of reasoning accounts in a large measure for the neglect of the common roads from about 1835 until about 1890. The necessity for the improvement of the common roads is impressing itself upon the people more now than at any time in the history of the country. The mileage of public roads is greater now than it has ever been, and the extension of railroad and trolley lines has induced such an amazing development of the country's resources as to bring about a remarkable increase in traffic over the common roads. The heads of the great railroad systems are now seriously directing their efforts toward securing the improvement of the common roads, which they recognize as feeders to their railroad lines. For every mile of railroad we have about ten miles of wagon roads.

Of the 153,662 miles of improved roads in the United States, Indiana has the largest mileage—that is, 23,877 miles. Ohio occupies the second place, with 23,460 miles. Wisconsin is third, with 10,633 miles: Kentucky fourth, with 9,486 miles; California fifth, with 8,803 miles. Illinois, Massachusetts and Michigan have over 7,000 miles each; Minnesota over 6,000 miles; New York over 5,000 miles; Tennessee over 4,000 miles; Connecticut, Maine, Missouri, New Jersey, Oregon, Pennsylvania, and Texas, over 2,000 miles each; and Alabama, Georgia, Iowa, Maryland, New Hampshire, North Carolina, Rhode Island, South Carolina, Vermont, Virginia, and Washington, over 1.000 miles each.

In about two-thirds of the States, gravel has been the principal surfacing material used in improving the roads. The largest mileage of gravel roads was found in Indiana, Ohio, Wisconsin, Massachusetts, Michigan, Minnesota, Illinois, and California. In eight States the mileage of macadam roads exceeds that of gravel, and in a few others it is nearly equal. Kentucky has the largest mileage of road surfaced with stone—over 8,000 miles—and Ohio is second with a little over 7,000.

By comparing the percentage of roads improved with the population per mile of road, it will be noticed that in most cases the States which have the highest percentage of improved roads have the largest population per mile of road, and vice versa. While it cannot be claimed for improved roads that they invariably lead to an increase in population, good roads are certainly a powerful factor in encouraging immigration, especially in sparsely settled regions

The percentage of improved roads in any

community or State depends upon a variety of causes, the most important of which which may be summed up as follows: (1) Availability of suitable road-building material; (2) wealth of the State in agriculture, manufactures, transportation, etc.; (3) requirements of traffic. Prosperity promotes a desire for the advantages and benefits to be derived from the improvement of the roads; but whether a community is rich in agriculture or otherwise, If it had to depend on materials imported from distant places, progress in the improvement of the roads will be much slower than if local materials are abundant.

There are several other reasons why the percentage of improved roads is higher in some of the States than in others. The high percentage of improved roads in Massachusetts, Rhode Island, Connecticut, and New Jersey is due principally to the facts that suitable road-building materials abound, that these States are densely populated, and that many of the roads have been built through the aid of the States and under the direction of competent State authorities. Indiana and Ohio have an unusually high percentage of improved roads, because the social and economic conditions were favorable to the making of public improvements.

A comparison of the percentage of roads improved with the acreage values of farm lands in the United States, shows that the average percentage of the improved roads in all States where the land is worth less than \$20 per acre is 1.9 per cent., whereas in the States showing an acreage value of more than \$20, improved roads constitute an average of 9 per cent, of the total mileage. Expressed inversely, the States showing a high percentage of improved roads have on the average relatively high acreage values, while those showing a low percentage have low acreage values.

The amount which was expended on public roads in the United States in 1904 would represent the interest on \$1,994,285,446.25, if computed on a basis of 4 per cent. When it is considered that the expenditure which this vast sum represents was for the construction and maintenance of 2,151,570 miles of public highways, enough roads to reach around the earth at the equator 86 times, it is somewhat surprising that the expenditure was not greater.

About one and five-eighths times as much was expended for all the public schools in the United States in the fiscal year 1903-4 as was expended on public roads in 1904. The national government spent in the fiscal year 1903-4 \$82,372,360.10 for deepening the waterways, which is about one and threetenths times as much as was expended by all the States, counties, townships, and districts in the United States for the construction and maintenance of all the public highways.

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#### Corpse Denies Its Own Death.

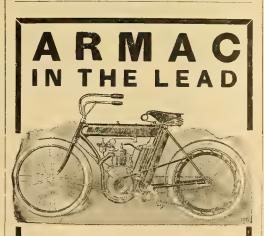
An official of what is styled the National Federation of Amateur Cyclists writes the Bicycling World that that would-be organization is not dead. He states that the withdrawal of the Bay View Wheelmen, of Newark, N. J., is of small importance as the club never paid a cent into the N. F. X. A. C. treasury, which is rather an amazing confession, as it was given out that delegates from the Bay Views were presented with the presidency and the secretaryship in order to get the club in line and the news that they have been holding those offices without having qualified for them adds to the odor which the N. F. X. A. C. has created. The official in question likewise states that L. J. Weintz, the young profes sional, who won the alleged amateur Coney Island cycle path race, out of which grew so much scandal, finally has received the prize, à piano. Weintz was enabled to win it by the grace of the officials, who at the starting point cut down all handicaps by moving Weintz from scratch to the 3 minute mark. The astounding procedure very properly caused a mighty howl and a chorus of protests, but they served no purpose.

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

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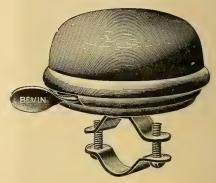
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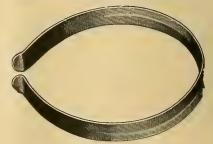
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Economy in cost is not attended by any triumph of genius, but economy in maintenance is the putting to good use of the talent.

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#### The Week's Patents.

863,422. Automatic Coaster and Brake Hub. Charles Newton, Torrington, Conn. assignor to Standard Spoke & Nipple Company, Torrington, Conn., a Corporation of Connecticut. Filed Sept. 29, 1904, Serial No. 226,529. Renewed May 29, 1907. Serial No. 376,416.

1. In combination with the axle, the stationary clutch thereon, the movable clutch, the shofting device for the movable clutch, the sliding rod, the sleeve, the spring interposed between the two, and the rod connecting the same; substantially as described.

863,423. Two-Speed and Automatic Coaster and Brake Hub. Charles Newton and Fred E. Brown, Torrington, Conn., assignors to The Standard Spoke & Nipple Company, Torrington, Conn., a Corporation of Maine. Filed June 9, 1904, Serial No. 211,795. Renewed July 1, 1907. Serial No. 381,734.

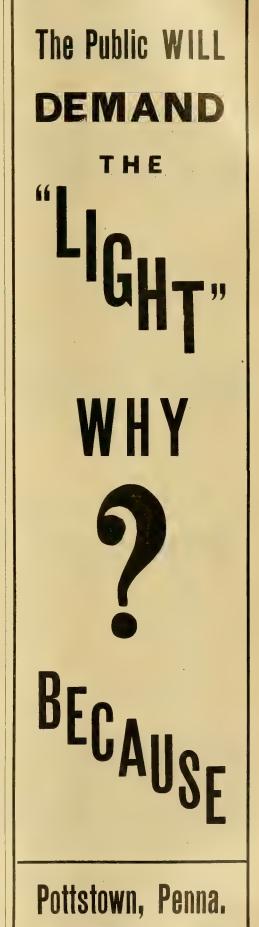
1. The combination with the hub, the sprocket thereon, the internal gear on the sprocket, the intermediate pinions supported on the hub and in mesh with the sprocket, the stationary axle, the central gear thereon in mesh with the intermediate pinions, the movable clutch member, the stationary clutch member on the axle, means for shifting the movable clutch member to cause it to directly engage the hub, or stationary clutch member, said central gear being loose on the axle and clutch devices between the central gear and the movable clutch member, whereby said central gear is free to rotate independently of the movable clutch member in one direction, but clutched to it against movement in the opposite direction; substantially as described.

863,424. Two-Speed and Automatic Coaster and Brake Hub. Charles Newton and Fred E. Brown, Torrington, Conn., assignors to The Standard Spoke & Nipple Company, Torrington, Conn., a Corporation of Maine. Filed June 9, 1904, Serial No. 211,796. Renewed July 1, 1907. Serial No. 381,735.

1. The hub having the integral outer wall and cylindrical reduced portion parallel with the outer wall thus forming a recess between, an expanding brake shoe within said recess and having engagement with a stationary part of the machine frame, and having a series of recesses forming inclined planes, with balls therein, a sprocket having an integral inwardly extending hub or sleeve also within the said recess and supported upon the outer wall of the reduced cylindrical portion, the other periphery of which rests against the balls, whereby, when the sprocket is rotated backward as in back pedaling, the balls will cause the brake shoe to expand and brake the hub, substantially as described.

863,425. Two-Speed and Automatic Coaster and Brake Hub. Charles Newton and Fred E. Brown, Torrington, Conn., assignors to The Standard Spoke & Nipple Company, Torrington, Conn., a Corporation of Maine. Filed June 9, 1904, Serial No. 211,797. Renewed July 1, 1907. Serial 381,736.

1. In a hub, the combination with the sprocket having a series of ratchet teeth on its inner face, a ratchet plate in mesh therewith and supported by the hub, a brake shoe, a ball plate connected therewith, balls between the said plate and the ratchet plate, and a stationary brake member, against which the brake shoe bears when the





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sprocket is rotated backward; substantially as described.

863,426. Two-Speed and Automatic Coaster and Brake Hub. Charles Newton and Fred E. Brown, Torrington, Conn., assignors to The Standard Spoke & Nipple Company, Torrington, Conn., a Corporation of Maine. Filed June 9, 1904, Serial No. 211,-798. Renewed July 1, 1907. Ser. No. 211,737.

In a device of the character described, a hub, a speed gear therein, an expansible brake contained wholly within the hub, and a single sleeve contained within the hub, and carrying at one end the sprocket, and at the other end having internal gear in oper-ative connection with the speed gear of the hub and connections between the brake and the gear sleeve for expanding said brake, substantially as described.

863,535. Rubber Tire Protector. James Hippisley, Boston, Mass., assignor of fortyfive one-hundredths to Albert E. Penney, Carbonear, Newfoundland, Filed March 15, 1906. Serial No. 306,286.

1. A protector for vehicle tires comprising a sheath provided with rim-engaging arms and with lateral lugs, and a tread having its margins arranged to engage the lugs.

863,567. Steering Mechanism. Wynford Brierley, New Malden, England. Filed June 22, 1907. Serial No. 380,368.

1. The combination of a steering post and a compound convolute spring fastened thereto at its center, and having its halves coiled in opposite directions from said center, and means for securing the free ends of the spring, substantially as described.

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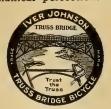
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Volume LVI

New York, U. S. A., Saturday, October 19, 1907

No. 4

#### **MOTORCYCLES AT THE SHOWS**

Few at Grand Central Palace; Many at Madison Square Garden—Who and What Will be There.

From the motorcycle viewpoint, the automobile show which opens in Grand Central Palace, New York, on Thursday next, 24th inst., will be of diminished interest. Last year it contained a sufficient group of motorcycle exhibits to be fairly representative of the industry, but on the forthcoming occasion, the Reading Standard Co., with the R-S, and the Ovington Motor Co., with the F. N., will share the glory and attention between them. The former will occupy space No. 213, and the latter No. 215.

The Madison Square Garden show, which will not be inaugurated until November 2d, will be "the" motorcycle show. The promoters began work early and by announcing the formation of a "Motorcycle Section," the Garden show has attracted a large majority of such exhibits, 16 in all. Since the preliminary list of those who had engaged space was made public, four of the number have failed to sign the final contracts and they have been dropped and the vacancies been filled by later applicants, the motorcycle section now being constituted as follows:

Hendee Mfg. Co.—Indian motorcycles.
Reading Standard Co.—R-S motorcycles.
Merkel Motor Co.—Merkel motorcycles.
Consolidated Mfg. Co.—Yale motorcycles.

Pope Mfg. Co.—Columbia motorcycles. Ovington Motor Co.—F. N. motorcycles. N. S. U. Cycle & Motor Co.—N. S. U. motorcycles.

G. H. Curtiss Mfg. Co.—Curtiss motor-cycles

Light Mfg. & Foundry Co.—Light motor-cycles.

American Motor Co.-M-M. motorcycles,

Excelsior Motor & Mfg. Co.—Excelsior motorcycles.

Royal Motor Works—Royal motorcycles. Amos Shirley—Styria motorcycles.

F. A. Baker & Co.—Motorcycle supplies.
The Bicycling World and Motorcycle Review.

In addition, the Aurora Automatic Machinery Co. will display the Thor motorcycle components, but they will be located in another part of the Garden.

At the Chicago show, which will be opened November 30, eleven exhibitors have booked space in the motorcycle section, which, for the first time, also has been created at that function. The machines which will be staged there are as follows: Indian, Armac, Harley-Davidson, Curtiss, Columbia, Merkel, Yale, F. N., Torpedo, Manson and Thor,

#### McCollum Joins the Royal Staff.

A. J. McCollum, who for the past year has been connected with the Miami Cycle & Mfg. Co., Middletown, Ohio, has joined the staff of the Royal Motor Works, Worcester, Mass. McCollum "knows motorcycles" having been one of the early workers in the vineyard and having had much to do with the design and development of the Armac before going to Middletown.

#### Invited to a "Reasoning Together."

It is probable that a conference of motorcycle manufacturers will be held in New York during the week of the Madison Square Garden show. W. F. Remppis, of the Reading Standard Co., has sent out an invitation for a meeting of the sort and there appears to exist a general opinion that a "reasoning together" may prove worth while.

#### Gendron Adopts a Truss Frame.

The Gendron Wheel Co., Toledo, Ohio, has "plumped" for the girder or truss frame. For 1908, they are offering the Gendron bicycles fitted with the supplementary tube in \$25, \$30, \$35 and \$40 models.

#### NO LOOPHOLE IN TARIFF WALL

No Breach in Australia for Even Unassembled Bicycles, as Was Supposed—
How Duties Apply.

It transpires that the various loopholes which ingenious trade strategists hoped to find in the recently erected Australian tariff wall against bicycles from the rest of the world, do not exist. There are a few small apertures, just large enough to push a piece of unbrazed tubing through, or a fork side in the rough, but the plan of escaping the \$25 tariff by sending the machines unassembled, which was hailed as a way of beating the schedule, will not be possible, according to late Australian advices, as the clause relating to the imposition of the duty says that the £5 shall be charged on "bicycles, tricycles and similar vehicles and frames thereof, whether partly or wholly finished."

The duty therefore will be as great on a lone frame or enameled tube as on a complete bicycle, and the other parts will have to pay duty in addition. The fuller mail advices from Australia confirm the correctness of the Bicycling World's earlier statement of the schedule of duties, but they indicate further that there is no inclination of the part of the Australians to suspend the action of the tariff for even a short period until the trade can adjust itself to the new conditions.

The high tariff on imported bicycles seems to be just what the Australian bicycle trade wanted. Expressing the local view, M. Harris, of Melbourne, one of the prominent importers of cycle fittings, says that the purpose of the tariff is to encourage local industry in the manufacture and assembling of bicycles, and that the tariff has the strong support of the Australian trade. He admits that the tariff will make it impractical to land the shipments of bicycles now on the water when they shall arrive at Aus-

tralia, and suggests that they will be rejected or be dumped in New Zealand, which at present only has a 20 per cent. import duty. He hints, however, that New Zealand may shortly raise a high tariff against outside bicycles, similar to that of Australia.

In speaking of the conditions in Australia, he says that they are exceedingly in good. In Melbourne alone there are nine wholesale firms and 180 retail shops in the city and its suburbs. Motorcycles are gaining rapidly, though the new tariff will do much to keep out machines other than those of local manufacture.

The so-called "preferential" which Great Britain is supposed to enjoy under the new tariff is admitted in Australia to be nothing short of a joke, an inconsequent sop to the mother country so slight as to be almost disrespectful. The English makers of complete bicycles, who have heretofore enjoyed a big Australian trade, are in a rage over the matter, but their compatriots who make parts and fittings for the use of the Australian assemblers are not at all dissatisfied with the arrangement and already report a considerable increase in business.

#### Widmayer Opens a "Motorcycle Garage."

F. B. Widmayer, who was the first dealer in New York to handle motorcycles, and who has been handling them ever since, has expanded. He has separated his salesroom and repair and storage department, the former remaining at 2312 Broadway, while the latter has been established at No. 2384 on the same street, three blocks distant. The change will give him more and much needed elbow room in both places.

The new establishment, which will be in charge of Widmayer's chief engineer, Geo. Ruck, will be equipped with power pumps, lathes and drill presses and will be conducted as a motorcycle garage. It will have accommodations for 25 machines and as many lockers and be kept open until 10 o'clock each night, Sundays included.

#### Shirley Secures Austrian Agency.

France, Germany, Belgium and England, who already are represented by motorcycles on the American market, have been joined by Austria, the American agency for the Styria, a machine made by Puch & Co., of Graz, Austria, having been taken by Amos Shirley, New York. It is made in three models, single and double cylinders, from  $3\frac{1}{2}$  to  $5\frac{1}{2}$  horsepower. The lower powered models are equipped with belt transmission, with the chain as an option, and the more powerful "doubles" with chain drive which affords two speeds and a free engine.

#### The Retail Record.

Lawrence, Kas.—Walter Dycke, sold out to M. York.

Jacksonville, Fla.—L. Kahn, reopened store at 35 West Adams street.

#### **MOTORCYCLES IN WINTERTIME**

Seasonable Suggestions that will Make Their Operation Less Strenuous and Their Riders More Comfortable.

With the approach of winter, the owners of motorcycles encounter a few trifling difficulties peculiar to the season, nearly all of them having to do with the starting of their motors, which often becomes a strenuous task, usually due to congealed oil in the cylinder.

Probably the majority of riders are aware that a few drops of gasolene or kerosene injected into the cylinder will loosen the oil and render the starting easy, but few know that the better plan is to inject the kerosene after completing a ride.

Plainly, the sticking of the piston, which causes the high resistance to starting, is caused by the congealing of the oil under the influence of low temperature. the oil permeates every quarter of the engine, when hardened in this way, it forms a sort of cement, binding the piston to the cylinder walls, the packing rings to their slots, and even impeding the motion of the journals in their bearings. Moreover, the presence of any carbon deposits in the oil due to its partial combustion when the motor was previously in use, tends to thicken it even more than would naturally be the case, forming in contact with the frosty metal of the engine a hard and at times even brittle mass, which it would even be possible to whittle with a knife. Kerosene possesses the property of dissolving the heavier oils when intermingled with them, and if injected into the cylinder while it is still hot tends to wash the walls, if the crank shaft is turned over a few times, leaving them clean and practically free of the heavier lubricant, the latter either draining through into the crank pit, or being scraped off the walls onto the piston or left in the combustion chamber beyond the limits of piston travel, from which points it is quickly burned off as soon as the motor is started

On this account the frequent purging of the motor with kerosene is of particular advantage, in warm weather as well as cold, but more especially during the winter, because of the starting difficulty. This readily may be done through the pet cock, if the motor has one, or by removing the spark plug, or in some types of engine, the dome covering the inlet valve, and inserting a few teaspoonfuls of kerosene directly into the cylinder. Afterward the motor should be turned over a few times in order to work the cleanser into the cylinder thoroughly. It is important that this should be done at the end of every run during cold weather, and when the rider is willing to take the trouble to do so, it is safe to say that he will not have to strain at pedals to get under way. It is also of advantage to flush

out the engine base periodically after draining off all oil that will flow naturally, thus getting rid of all residue of burnt and dirty oil which may have accumulated there. This need not be repeated oftener than once a month of continuous riding, however, under ordinary circumstances and where a good grade of lubricant is used.

In this connection it is well to bear in mind that the oil which is most suitable for summer use may tend to thicken in cool weather to such an extent as to feed with exasperating slowness. Dealers as a rule, pay little or no attention to this fact, although there can be no doubt that it is of considerable importance. The rider who has lubricating troubles during cold weather which seem to be chargeable solely to the quality of the oil used, may sometimes find it of advantage to dilute that which he has been accustomed to using either with kerosene or sperm. In no case should gasolene be used for this purpose because of the danger of crank case explosions. The kerosene, being practically non-lubricating in its properties, should be regarded merely as an inert diluent, and care taken to feed a greater quantity than otherwise would be required, if that be possible without causing ignition difficulties, in order to compensate for the smaller quantity of actual lubricant fed per drop in consequence of the dilution. Sperm oil, while giving little or no trouble on the score of congealing, is troublesome if used to excess because of its tendency to sooting and carbonization. Either of these oils if used, should be treated with considerable discretion and the amounts used should be small at first, and gradually increased until the first symptoms of excess begin to appear.

Another form of starting difficulty is sometimes experienced during cold weather arises from improper carburation. Gasolene vaporizes more slowly in cold than in hot or even warm weather, owing to the fact that heat is absorbed in the process and that the chief and in many cases the only supply of heat is that available in the air inducted. Moreover, whatever moisture is present in the atmosphere is apt to congeal at very low temperatures as heat is removed from the air, taking the form of ice in the mixing chamber or intake pipe to the engine. Generally speaking, after the motor has once become warmed up to its work, no difficulty of this sort will be experienced, sufficient heat working back from the cylinder to prevent any possible tendency to icing. When trouble is experienced on this score, however, it may usually be remedied by arranging the air intake in such a way that the air will be drawn in directly over the tops of the cylinder, thus being heated. Sometimes also, it is of advantage to protect the intake pipe by winding it with asbestos cord, thus serving as a sort of heat-or cold-insulator. Usually, however, this will be found necessary only where a very long intake pipe is used. In cases where the carburetter develops a tendency to "freeze up" either when being started for

the first time, or after being stopped for any length of time on the road, a simple remedy is to apply hot cloths to the outside of the mixing chamber and intake pipe, thus warming the metal to about the temperature it will attain after the cycle has been set up in the regular way. Another method following out the same idea, is to apply a hot water bag to the device, allowing it to remain there until the metal is thoroughly warmed. Probably the simplest way of getting around this, and any difficulties resulting from slow vaporization while the motor is still cold, is to carry a small pocket oiler, filled with gasolene, a few drops from which, injected into the spark plug opening, or through the inlet valve casing, usually proves to be sufficient for the first ignition, after which the natural suction of the engine, coupled with its rising temperature, generally proves all that is required to produce a thoroughly combustible gas. Failing a supply of gasolene, kerosene, may be used in the same way, but with less successful results, owing to its more sluggish action in forming a burning mixture. Of course in no case should it be attempted to stimulate the early action of the motor by heating the carburetter with a flame of any sort, owing to the fire risk.

With one possible and very rare exception, there is little likelihood that the ignition system can give any trouble. Certainly neither in the insulation, conductors, coil nor timer, is there any material likely to be affected by a low temperature any more than by one which is moderately high. Although it may not be generally known, however, there is a certain possibility that if left standing in a very cold place for any length of time, the batteries may freeze. Though nominally dry, the cells yet contain a certain amount of moisture required to promote the galvanic action upon which they depend, and occasionally in cold weather, it wil be found that some difficulty in starting which is laid to the carburetter, or to some other cause, is in reality chargeable to a weak battery current, due to this cause. Swathing the cells in hot dry cloths, or allowing them to stand in a warm place for a short time usually suffices to eradicate the difficulty, and bring them back into normal condition.

Ordinarily the rider experiences more difficulty as a result of cold weather than does his machine-that is to say, unless he takes proper precautions to keep out the wind. The secret of bodily comfort in cold weather is to keep the extremities warm and maintain a constant and vigorous circulation of the blood throughout the whole body. The exhilaration of riding and the small amount of exercise involved in guiding and controlling the machine, are sufficient to take care of the major portion of the body ordinarily. The hands, feet and chest, however, must be well protected at all times. As for the hands, curiously enough, if the arms and wrists are kept at an even temperature, even a slight amount of covering over the backs of the

hands and the fingers, is sufficient for comfort. In this respect, probably nothing is more convenient and comfortable than a good pair of gauntlet gloves, suitably lined, which besides affording the required protection serve admirably in keeping out the wind from the sleeve. The feet can be taken care of in a pair of stout shoes, with gaiters buckled close.

Leather coats are not as popular as formerly, though they are still more in evidence than is desirable. Always they are untidy and smack of the repair shop, while the fact that they are affected most by teamsters and mechanics, tends to put the wearer in a rougher class than that to which he usually belongs. It is far better, and as a matter of fact more comfortable, generally speaking, to wear a wool lined leather waistcoat under the ordinary coat, or even a chamois vest, than to wear a leather coat alone. The wind is kept out by this means, while the outer garment of close woven wool or cotton adds warmth, which the leather surface never does. In this connection, no small value should be placed in the old-fashioned, though worthy "boiled shirt," the stiff bosom of which keeps out the wind even better than almost anything else. Flannels, of course, should be worn during very cold weather, and many riders find it advisable to adopt ear-muffs in order to prevent unpleasant frost bites.

So long as the wind be kept from the ankles and forearms, and the waist protected from the direct impact of the wind, there is likely to be little difficulty from cold, except in very extreme weather. The rider who uses his machine when the thermometer is below zero, as a rule is accustomed to guarding against the freezing of ears, nose and finger tips, which are most to be dreaded, and consequently is enabled to take care of himself on general principles. Those who ride in a less frigid climate, seldom have need of furs or any special precautions against the weather than those enumerated, unless the occasional requirement for waterproof gear be excepted.

#### Big Profits in British Parts.

The amalgamation of Great Britain's largest bicycle parts concerns which was effected about a year ago when the Birmingham Small Arms Co., Ltd., absorbed the Eadie Manufacturing Co., seems to have resulted favorably for all concerned, according to the annual fiscal report of the former company, which has just been issued. The stockholders of the Eadie Co. had a total of £150,000 in shares which they traded in for £212,500 in B. S. A. shares, with the understanding that for the eleven months of the first year they would receive a dividend or payment the same as the regular B. S. A. shareholders should get for the twelve months, and that thereafter their B. S. A. shares should be on the same basis as those of other stock-

For the fiscal year just ended the regular B. S. A. stockholders received a 15 per

cent. dividend, and the former Eadie stockholders received on their shares a total payment of £31,875. In the previous year, when they held the £150,000 of Eadie stock they got £32,809 in dividends, but despite the slightly smaller return for the year just ended, they feel well satisfied since their B. S. A. holdings have a greater value than their previous Eadie holdings and all intangible values in the B. S. A. have been squeezed out and written off. The total net assets of £831,632 greatly exceed the total share capital, which is £720,375. The original B. S. A. profits for the year were £80,252 as against £74,112 for 1906, while the Eadie part of the concern showed profits which would give about £60,000 for twelve months, as against £62,000 in the year ending in 1906, when it was independent of the B. S. A.

Another of the English bicycle manufacturing companies, the Enfield Cycle Co., Ltd., has issued its financial statement for the fiscal year just ended, and on a total capitalization of approximately £125,000 shows a trading profit of £21,512 as against £28.547 for 1906, and £20,981 for 1905. The total net assets at the end of the year figure as £34,644 greater than the capital, after the preferred stockholders received their 7 per cent. and the common stockholders their 10 per cent. dividend, so that the stock certificates represent actual property value and not mere capitalized earning power. The lesser earnings for 1907 are explained on the ground of very unfavorable weather for a large part of the year, and to the delay attending a removal of the Enfield works.

#### Stethoscope for Motor Noises.

For the detection and location of unusual sounds within or about the motor, a foreign expert recommends the use of a physician's stethoscope. For this purpose, he says, the bell of the receiver should be covered with a cap of the softest rubber obtainable which fits the vulcanite cone tightly and forms a flexible diaphragm and protector for it. It should be pressed lightly against the various parts of the machine and carried from point to point in turn, until the location and nature of the symptom which is sought has been discovered. By this means an astonishingly clear indication may be obtained of even a very slight irregularity in the action of any part. For the ordinary rider, the use of a common wire spoke, or even a long lead pencil held between the teeth while the ears are stopped with the fingers, is satisfactory enough for all practical purposes. Medical men who are also motorcyclists, however, may find this tip good.

#### Price Reduced on Motorcycle Grips.

The Hartford Rubber Works Co. has reduced the price on its flexible "rough rider motorcycle grips" from \$3.50 to \$2. A ready seller from the time it was first placed on the market three months ago, at the new price the grip should sell like the proverbial hot cakes.

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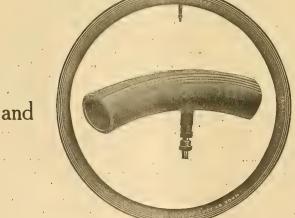
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A Members of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

New York, October 19, 1907.

The Madison Square Garden Show Numbers of the Bicycling World and Motorcycle Review will bear dates November 2d and 9th. Our booth at that exhibition will be No. 238, and all motorcyclists, in or out of the trade, are invited to make it their headquarters.

#### Meeting for Mutual Benefit.

The best way to cure trouble is to prevent it. For that reason, Mr. W. F. Remppis's effort to bring about a conference of motorcycle manufacturers during the Madison Square Garden show deserves whole hearted support.

There never was a time when even business rivals reasoned together that some good, at least, did not result. A conference of the sort is likely to bring about a better understanding all around and if those concerned will but evince a disposition to bear and forbear to a reasonable extent, their mutual interests undoubtedly will be well served.

The motorcycle industry has been a plant of slow growth and one that has required unremitting attention. That there now exists a decided disposition to force its growth is undoubted and it is in the tendency that is contained promise of mischief. The industry is still young and tender and it can be very readily injured by overcrowding exactly as the automobile industry has been injured. Any movement that may tend to avoid that grievious condition or any of the lesser evils should be heartily welcomed. The projected conference appears a movement of the sort.

#### Making Motorcycle Sport Safer.

The furore which has been aroused by the succession of tragedies which has marked automobile track racing and which has attained such proportions that the American Automobile Association now has under serious consideration a proposal looking to the practical abandonment of that form of sport, has led up to the suggestion that as a means of safety, motors be restricted to a certain number of cubic inches piston displacement. It would serve to keep competing cars within the bounds of practicality and discourage the further building of the "monsters" of great power which are useful for speed purposes only, and which have been responsible for not a few of the fatalities.

Whether or not anything comes of the suggestion, it serves to call attention to the comparative freedom from serious accident that has attended motorcycle racing and to the cause thereof. So far as is known there never has been a bone broken and the one fatality that occurred was as inexplicable as it was lamentable. In contributing to this relatively happly result, there can be no doubt that the Federation of American Motorcyclists' rule limiting the power of competing machines was one of the chief factors, if not the chief one. Nothing better serves to prove the wisdom which led to the adoption, first of the 5 horsepower limit and when that elastic rating was being stretched to the danger point, to the substitution of the fixed and unstretchable limit of 61 cubic inches.

Although it may not be generally known, the F. A. M. policy in this regard was inspired solely a life-saving measure. Due to the use of monster motorcycles several shocking tragedies had occurred abroad, even on well banked tracks, the lives of both competitors and spectators having been sacrificed, and profiting from this succession of sad experiences; the ruling body in America "took the bull by the

horns" and applied the preventive that has so admirably served its purpose. Indeed. it has proved more than a life-saving measure. By discouraging their use it has served to keep motorcycle manufacturers of this country from rushing into the construction of machines of abnormal and impractical power and proportions. The few "monsters" that have been employed for exhibition purposes all are of foreign origination. It will be well if they, too, are placed under the ban. They possibly are more of a menace to the spectators than to their riders and as the general average of promoters of both road and track events have found it almost impossible to keep the courses clear. the possibility of accident is at all times too great.

The necessity of a clear course even when motorcycles that meet the regulations are used is something which few promoters and officials sufficiently realize. Their responsibility in the matter is far greater than they seem to fancy. Because accidents have been so rare should full none of them into a sense of false security. It is only when they occur and when an outcry results that the gravity of the situation becomes plain and then it is too late to save the lost life and regrets do not repair the harm that has been done.

#### Red Letter Day in Clubdom!

Let it be writ thus prominently that on Sunday last, October 12, 1907, A. D., the Tiger Wheelmen of New York engaged in a club run to Scarsdale, N. Y. To those unfamiliar with New York and its environments or with the habits of its cycling clubs, an item of the sort may appear mere piffle. But as a matter of fact the Tigers' run to Scarsdale was a remarkable event.

Scarsdafe, although about only 20 miles from the big city, is located amid the hills, which is to say that scenery thereabouts is beautiful; and the roads are good. The run to that point must have been a revelation to most of the Tigers, as it will be to practically every other New York club. It is because it is so very many years since any of them ever rode away from the level and monotonous roads of Long Island, that the run' deserves so much notice and ranks as: a red-letter event. The Tigers, having proven that the hills will not devour them, possibly some of the other clubs may muster up enough courage to make a "venture," some's journey of the sort and thus enjoy cycling as it should be enjoyed.

#### CORRESPONDENCE

#### The Dream of a Motorcyclist.

Editor of the Bicycling World:

This is a motorcyclist's dream of 1910. The road is getting worse and worse; we have been skidding about in the deepening sand trying to rush it; finally we get stuck and shut off just before we seem to capsize. To jump off, throw out the clutch, start up our two-cylinder engine, clutch in the gear again and jump on requires but the fraction of a moment, and the least of energy and we're off. How different it used to be in 1907! Well, we won't describe it. We all remember far too vividly this and other disheartening, enervating and over-strenuous hardships we had to undergo in those days. For instance, did not every one who ever drove a side or tri-car (on anything but a city street) carrying a companion slightly heavier than a child, find it as strenuous as they actually cared for-real work, when you come down to business. It was a case of either make it at the highest speed or not make it at all; and didn't they have the time of their lives, when stopped at the foot of a hill. To climb it, how often the rider coaxed the occupant of the other seat to get out and follow up the hill on foot after first pushing him off!

Well, it seems remarkable how we used to make it go without a clutch and an emergency low speed. But those were pioneer days-those days of 1907, and we took a great deal of hard labor in exchange for a little pleasure just to hear the engine throb under us. To climb any hill at all we had to "hit her up" and hotfoot it so we couldn't even see the scenery; we bothered more about rocks, and saving our tires. Now, we have ample power and a slower running engine, and if necessary a low gear to throw in, and it's a downright pleasure to be able to look where you're going and see something besides the white dusty ribbon of sameness, on which the eye continually had to be glued. At the top of the hill if it's a long one, we throw out the clutch and while the engine's resting we sail down quietly and easily.

Of course, they had all of these things abroad long before 1907, but you know one hates to pay 45 per cent. duty, and one wants to give our up-to-date manufacturers a chance, so we just sat down and waited.

In those days they had spring forks, but they forgot all about spring or cushion frames, thinking that a compound coil spring saddle would absorb all the bumps of the engine and of the marvelous native roadbeds alike—corrugated asphalt not excepted. But now we have besides spring frames a shock absorbing, helical spring supported rear wheel, allowing no side play whatever, but taking up vertically all the inequalities of the road, which even a five-inch tire (could it be used) would not be able as well to do. They got that idea from the automobile. You've seen them floating

along across the roughest city cobble street—the rear wheels bouncing so that sometimes they nearly touched the mud guards, but the car—it would glide. . . . .

Let us wake up the dreamer, the American manufacturer and all motorcyclists. We prefer American goods, and why should we be required to go elsewhere. Motorcycles are at last made so they go and keep going; they have come out of the early experimental stage; now let's make them comfortable and so they shall require only reasonable amount of labor to manipulate them. Let us have a motor driven bicycle if necessary; but not both a motor and man driven machine instead. If it was not for the hill and headwind we'd rather ride a pedal propelled machine than to go through the strenuous, vigor sapping manoeuvers of starting up a freight roller on bad roads or up bad hills or both. Just as soon expect an engineer to start up his entire plant without first throwing off his main belt pulley, and giving the engine a

This fact, alone, combined with too high speed engines—sometimes of insufficient power—altogether too much vibration from engine and road combined, in fact a strenuosity too uncalled for, and actually within the means of improvement, have and will in the future divert many riders, actual time tried enthusiastic riders back to the push bicycle or cause them to cease cycling entirely.

Let us hope for a future less strenuous, one more reasonable and pleasureable.

F. A. M. 970, St. Louis, Mo.

#### Touring on Historic Ground.

Editor of the Bicycling World:

If I may be allowed to do so in your columns, I would like to chronicle a bicycle tour I took in company with a friend during the present month, which was interesting on account of the historical country passed over and enjoyable on account of the magnificent weather we were fortunate enough to experience.

We started from New York on Saturday evening, taking train to Philadelphia, where we spent the night. Next morning we wheeled through Ardmore, Brvn Mawr and other beautiful suburbs of Philadelphia, over the famous Lancaster pike, which is a remarkably fine road even to this day. Stopping at noon for lunch at Coatesville we resumed our journey and arrived at Lancaster, 70 miles from the City of Brotherly Love about supper time, and spent the night there. Monday morning saw us on the road bright and early, passing through Columbia, thence over the long bridge over the Susquehanna to Wrightsville, and from there to York, traveling over the roads used by the Confederates in advancing on Gettysburg. After resting for noon meal at York, we started out again, passing over the ground made famous by Gen. J. E. B. Stewart's great cavalry fight, and arriving at Gettysburg by the Huntertown road and putting up at the Eagle Hotel for the

#### COMING EVENTS

October 19, Algonquin, Ill.—Chicago Motorcycle Club's annual hill climbing contest; open.

October 20, Valley Stream, N. Y.—New York Division C. R. C. A.'s 10-mile championship and 5-mile handicap; association members.

October 20, Newark, N. J.—Bay View Wheelmen's annual har and hounds chase.

October 26, Milwaukee, Wis.—Milwaukee Motorcycle Club's track meet; open.

October 27, Bedford Rest, Brooklyn, N. Y.—New York Division, C. R. C. A.'s annual 100 miles record run; open.

November 2-9, New York City—Automobile and Motorcycle Show in Madison Square Garden.

November 11-16, Boston, Mass.—6-days professional bicycle race.

December 9-14, New York City, N. Y.— Fifteenth annual international six days' professional bicycle race at Madison Square Garden.

night, with a mileage of 60 miles that day. Tuesday morning we engaged a guide who drove us all over the battlefield and explained everything, which occupied the entire morning, so that we did not get under way again until 1 p. m.

We then left the battlefield by way of the Gettysburg pike, the road by which the Union army came into Gettysburg, and which the 10 miles to Emmettsburg was vile. The following 23 miles to Frederick was over a road as smooth and fine as the proverbial billiard table. We spent Tuesday evening at Frederick, the home of Barbara Fretchie, and Wednesday wheeled to Washington, 52 miles, arriving there about 2 p. m. Here we found our grips previously expressed to the hotel with changes of clean clothes, which we donned after a refreshing bath, and attired once more in conventional garb we shipped our wheels back to New York and took the night boat for the Jamestown Fair, spending the next day there and coming home on the Old Dominion boat Thursday night.

On the entire trip we did not encounter one single bicyclist, except the local kind with derby hat and long pants, and we were objects of interest to the curious everywhere, which was rather annoying at times.

If the people could only realize the possibilities of a bicycle tour of this kind, and appreciate the immense benefit one derives from it, both physically, mentally and morally, I do not think there would be enough bicycles to go around, and while I do not anticipate a revival of bicycling to the extent that it was ten years ago, I do hope the day is not far off when we will see the touring wheelmen more in evidence and the humpbacked racer relegated to the background.

H. W. WILSON, New York.

#### CHICAGO "SHOWED" ST. LOUIS

Blum First in Bellfontaine Handicap, with Bigelow a Close Second—"Champion" McCrea "Blows up."

St. Louis, October 13.-J. Nash McCrea "blew up for fair" yesterday in the 14 miles Bellfontaine handicap, promoted by the St. Louis Cycling Club, under National Cycling Association sanction. Having won a couple of smaller events early in the season and despite his failure in the Kimmswick hill climb, the St. Louisians had a wholesome respect for the Springfield rider who signed himself "champion of Illinois." McCrea had said, when he fluked in the hill climbing contest that he "would return again" and show the local talent something about road riding. He did so and McCrea was not the only one who was surprised when "Farmer" William Blum and Henry Bigelow, breezed into town from Chicago, where they have won "one or two" races, and this surprise was further manifested when Blum and Bigelow, although having come from a flat country, simply rode the legs off the rest of the bunch who simply "eat" hills as a daily diet, and left poor McCrea standing still.

The visiting Chicagoans explained that they, were from Illinois and having heard that McCrea was styled champion of that State, thought they would like to see if the Springfield man was justly entitled to his laurels. Blum and Bigelow looked over the course, and casually informed a few of the officials that it was to their liking, and should be ridden in about 39 minutes.

When this was whispered around among the local Kramers they just winked at one another, for the visitors rode gears above 90, and the race was uphill and against a head wind. There isn't much to tell about the race—it was one grand slam for Blum and Bigelow.

Starting from scratch with Julius Schaefer, the South Side Cycling Club's hope, and McCrea, the Chicagoans mowed the field faster than a motor harvester could have done to a field of wheat. Schaefer did not have more than time to exchange courtesies with the Chicago visitors and as he decided he didn't want to lead such a fast life, he found that two miles was enough, but a little later, Schaefer had the satisfaction of hearing McCrea's cork pop with a report that was not Mumm.

After shaking McCrea and Schaefer, Blum and Bigelow tagged Bert Harding and Robert Bersch, at six miles. The pair had started two minutes ahead of them, and it was on them that the St. Louis C. C. banked, so when Chicago tried to leave St. Louis the latter gritted its teeth and held on. It wasn't easy work on the down grades with 73 gears, either. When the two Chicago cracks caught sight of the finish a half mile away, they went all out and

Harding and Bersch were compelled to ride in the draft that Blum and Bigelow created. Blum took both time and place



WILLIAM BLUM

medals from his partner, riding the 14 miles in 39 minutes 14 seconds, which establishes a record for that distance. Harding beat Bersch for third place.

While this was in progress the four minute bunch were having a fight. H. W. Lang was most anxious to shake C. L. Barr and L. M. Stringer helped him. When the scratch men sailed by, Lang rubbed against



BIGELOW, HARDING AND BERSCH,

his helpmate's tire. He went down and rubbed some skin off his face. Lang's was the only fall during the race. In the afternoon a number of club members took the Chicago visitors on a little tour through the picturesque surrounding country and—soft pedal, please—although there are no hills in Chicago, Blum and Bigelow rode up grades that some of the natives walked.

The race was admirably managed and 29 riders finished in this order:

	Γime.	Hden
Pos. Name. Club.	Min.	M. S.
1 Wm, Blum, Chicago	ratch	30-14
2 H. Bigelow, Chicagoso	raten	39:15
3 A. G. Harding, St.L.C.C	2	41:29
4 Kobt. Bersen, St.L.C.C	2	41:30
5 L. M. Stringer, St.L.C.C.	- 4	45:41
6 Wm, Wallace, St.L.C.C.	7	46:54
B. C. Hopkins, St.L.C.C	3	43:45
8 J. B. Freeman, unattached	3	45:46
9 H. W. Lang, St.L.C.C	4	44:49
10 H. E. Blue, unattached	3	43:53
11 Hy. Bartosch, S.S.C.C	2	45:04
12 Wm. Sturm, St.L.C.C	7	48:27
13 C. L. Barr, St.L.C.C	- 4	46:14
14 Wm. Corcoran, unattached	3	45:19
15 H. R. Horsfall, St.L.C.C.	5	47:27
10 Fred Windt, St.L.C.C	2	44:39
17 H. F. Abbott, unattached	2	44:41
18 C. Lindenschmit, St.L.C.C	6	48:45
19 H. G. Wolzendorf, St.L.C.C	5	4/:50
20 R. M. B. Tidd, St.L.C.C	6	49:24
21 Geo. H. Breinig, St.L.C.C.	5	48:59
22 R. M. Odien, St.L.C.C	5	49:10
23 Jno. Andrew, St.L.C.C	5	49:18
24 Jul, Schaefer, S.S.C.Csc	ratch	44:23
25 B. Brueggemann, unattached.	6	52:55
26 L. Tidd, unattached	8	61:23
27 T. Jirik, Cherokee C.C	4	55:27
28 F. C. Bruggemann, unattached	1. 5	56:30
29 C. Parker, St.L.C.C	6	60:20

#### Indoor Track for San Francisco.

San Francisco is to have an indoor banked track. That the time is ripe for a season of indoor racing was proved several weeks ago when a meet was held on the flat floor of the Pavilion skating rink as a public test. The track will be built immediately and will open the latter part of this month.

It will be constructed in the Pavilion skating rink, a building at Sutton and Pierce streets, measuring 144x275 feet. It will be suitably banked and comprise eleven laps to the mile. F. A. Maestretti, who has acted as manager of the skating rink, will conduct the bicycle meets, which will be held twice a week, on Tuesday and Friday nights

That the track is a certainty was made known only last week when the promoters applied to the National Cycling Association for a franchise for one year. Chairman Kelsey, of the Board of Control, immediately wired that the franchise would be granted.

#### New Captain Provides the Turkey.

Charles Blankenheim has been elected captain of the Chicago Motorcycle Club to succeed R. D. Buell. Several years ago, Blankenheim served as captain of the Chicago branch of the Century Road Club and so "knows the ropes." One of his first proposals was to provide a turkey dinner to all the club men who take part in the last run of the season to Whiting, Ind., the run being in the nature of a compliment to George W. Lyons, the only club member who obtained a perfect score in the recent strenuous Chicago-Kokomo endurance contest.

# RACYCLE C

Every bicycle dealer knows that it helps his business if the manufacturer of the bicycles that he sells will advertise them.

Every bicycle dealer knows, also, that it makes his business grow if the manufacturer turns out high-grade product at fair prices, and gives what he says he will give.

Every bicycle dealer knows that anything to sell must have distinctive selling points and something to talk about.

In other words, the dealers require co-operation on the part of the manufacturer in order to do their best and get the most satisfactory results.

No bicycle in the world receives as much advertising and publicity as The Racycle. We annually spend twice as much money in advertising as any other bicycle manufacturer, and the reason for it is that the makers of this celebrated wheel have more points of actual superiority to talk about in connection with the Racycle than do any makers of ordinary bicycles.

THE RACYCLE is thoroughly and consistently brought to the attention of the general public, through the principal national magazines; through the annual distribution of hundreds of thousands of illustrated catalogs; through the circulation of innumerable descriptive circulars, letters and pamphlets: through advertising signs, show cards, booklets,

TERMS AND PRICE

The Miami Cycle & Mfg. Comp

# -OPERATION

etc., given out to our agents for distribution; in fact, no stone is left unturned to tell the public of the superiority of The Racycle, and it is all done

### FOR THE BENEFIT OF THE DEALER

All of our sales are made through RACYCLE agents and when we annually spend thousands of dollars in advertising it is all for our agents.

Every inquiry that comes to us from a rider is turned over to some agent if there is one within reach; and there usually is for RACYCLE agencies touch every section of the entire United States.

The fact that our volume of business increased just 64 per cent. in a single season is a pretty good indication that our plan of co-operation is a profitable one both for our agents and for ourselves.

During 1908 we will double our advertising appropriation.

We will spend two dollars for every one we spent in 1907.

We estimate that our sales next year will increase at least 75

per cent. and we are figuring on 100 per cent.

You know what this means to our agents. When we grow our agents grow with us. Do you want to get the benefit of this RACYCLE CO-OPERATION? Do you want your business to grow with ours?

We are appointing agencies now for next season and you had better write at once, otherwise your competitor will get there first.

#### 1908 UPON REQUEST

y, (F. M. JONES Pacific Coast Representative SACRAMENTO, CALIF.) Middletown, Ohio



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TERMS AND PRICES OR 1908 UPON REQUEST

The Miami Cycle & Mfg. Compny, (F. M. JONES Pacific Coast Representative) Middletown, Ohio

#### CLEAN SWEEP FOR VAN SICKLE

Captures the Three Motorcycle Events at Chicago Automobile Meet—Finishes Ten Miles in Fast Flourish.

Besides making the fastest time of the meet, Charles W. Van Sickle, of Hammond, Ind., who has become a subject of official inquiry for previously having ridden at an unsanctioned meet, covered the fastest mile ever made on a motorcycle on an unbanked track, at the Harlem meet at Chicago, last Saturday, 12th inst. Van Sickle rode a mile in the phenomenal time of 57 seconds, but as it was made in the course of a ten mile race it will not be inscribed in the book of

Van Sickle, with Huyck the runner-up. H. Bernard, on another Harley-Davidson was third and Alofsin plucked another fourth.

It was in the ten mile free-for-all handicap that Van Sickle made such a remarkable ride. Starting from scratch on his two cylinder Indian the scarlet-haired crack gradually mowed down the field and in the last mile passed the seventh and remaining man. Then he "cut loose" and burned up the track. The timers caught his last mile in 57 seconds flat. The total time for ten miles was 11:09. His most dangerous rivals, one on a two-cylinder Curtiss, the other on a double Simplex, were put out by mishaps—a broken valve and a balky magneto, respectively. The summaries:

Ten mile open for machines not exceeding 30:65 cubic inches—Won by C. W. Van

#### REFILLING TANKS "ON THE FLY"

Kellogg, in Long Race, Shows How It Can be Done—Ingenious Canteen Plays a Part.

During the hour national championship, when it was run at the Philadelphia Motorcycle Club's meet, Stanley T. Kellogg, who probably would have won the race had not he kicked off his commutator wire in changing the position of his pedals, introduced a new and unlooked for stunt in long distance racing, and one that was so admirably thought out and cleverly executed that it brought applause from the spectators.

Kellogg was riding an Indian racer on



Omaha (Neb.) Motorcycle Club Facing the Camera.

records, as intermediate miles are not recognized.

The meet combined automobile and motorcycle races promoted by the Chicago Automobile Club, much postponed on account of unfavorable weather, and as usually the case when automobiles and motorcycles mix, the two wheeled brigade furnished the most sport. Although the weather was cold a crowd of about 2,000 applauded at the close finishes and fast sprints in the motorcycle races.

Van Sickle was the headliner of a star card, for he "cleaned up" all three races. The first was a ten mile open for machines not exceeding 30:65 cubic inches, and Van Sickle (Indian) won from Frey Huych (Harley-Davidson), in the fast time of 12:46. C. Blankenheim (Torpedo) was third, and J. F. Alossin (Racycle) finished fourth. The three mile open for machines of the same cylinder capacity also went to

Sickle (Indian); second, Fred Huyck (Harley-Davidson); third, Chas. Blankenheim (Torpedo); fourth, J. F. Alofsin (Racycle). Time, 12:46.

Three miles open for machines not exceeding 30:65 cubic inches—Won by C. W. Van Sickle (Indian); second, Frey Huyck (Harley-Davidson); third, J. F. Alofsin (Racycle). Time, 3:33%.

Ten miles free-for-all handicap—Won by C. W. Van Sickle (Indian); second, E. L. Hess (R-S); third, Harvey Barnard (Harley-Davidson). Time, 11:09.

One of the cycle-lifting gentry who recently was jailed in Camden, N. J., offered an excuse that is entitled to "honorable mention." He pleaded that he was seeking work and had "borrowed" the bicycle in order that he might get around more rapidly. The unsympathetic judge gave him two months.

which the gasolene tank is secured on top of the upper bar of the frame. It is not a large tank' and Kellogg had arranged to replenish his supply of fuel en route. At the proper moment, a canteen filled with gasolene was handed him "on the fly." He caught it and threw the strap over his neck, then unscrewing the stopper from the tank, he inserted the neck of the canteen. To hasten the flow of the fluid, the bottom of the canteen had been fitted with a plug and a length of rubber, and after making sure that no other competitor was near him Kellogg removed the plug and blowing through the rubber tube, he emptied the contents of the canteen into the tank in "no time at all" and while riding hands off at a pace better than 30 miles an hour.

It is not an act, however, that will be safe or allowable on a smaller track or in an event in which there are many competitors, else accident may result.

#### **DIDN'T PASS THE LONG MARKERS**

Yet Maurice Vanden Dries Finished First in Ten-Mile Road Race—Confusion Caused by Mistake at Turn.

Just how and why it happened no one seems to know, but it is a fact that it did occur, and therein ensued discontent. It all took place at Valley Stream, N. Y., last Sunday, 13th inst., when the West Harlem Wheelmen held its 20 miles open handicap road race, or what was intended to have been a 20-mile contest. Because of the accident to five riders the previous Sunday the promoters decided that the Merrick road course is too dangerous for bicycle racing, on account of the automobile traffic, so a smaller course was selected. It ran up Center avenue from West's hotel, turning into Farmers' avenue, and thence into the Merrick road back to West's, which made a distance of 8.4 miles. Twice around was the course. There are two places where the turn into Farmers' avenue can be made-the first, which was the shortest and correct one and another road some distance beyond.

Thirty-three riders lined up for the start, which was made without incident, and then the spectators waited until the riders should finish the first lap. Imagine their surprise when Maurice Vanden Dries, Henry Surman, J. B. Hawkins and Otto Brandes appeared first. It was expected that this fast three minute division would make inroads on the handicaps of the riders out in front of them, but as for passing and leaving all of them behind, it was impossible. Especially was this apparent when the remainder of the riders did not appear for some minutes, and then led by M. S. Walters, a 7-minute marker.

The next time around was the finish and Maurice Vanden Dries easily won from Surman by two lengths with Brandes third and Hawkins fourth. Some minutes later a bunch of eight finished, Hardy Jackson winning the sprint from Edwin Lowe, who punctured a half mile from the tape. Zeile, Kafus, Shuster, Nick Kind, Chris Kind, and Fuchs crossed in the following order.

Then ensued much argument and it developed that the three minute men had not passed any of the other riders. Following more questioning it was shown that all but this division evidently must have taken the longer route the first time and then the correct course the second time. It was a very unsatisfactory ending to what would have been one of the best and most exciting races of the season. The officials were compelled to let the order of finish stand, so that Vanden Dries won first time as well as first place prize as he covered the distance in 48 minutes 5345 seconds. Frank Eisler finished first among the quartet of

scratch men, with William Vanden Dries second, Sherwood third and Nerent fourth.

The summary:

Po	s. Rider. Club	. 1	Min.	H.N	I.S.
1	M. Vanden Dries,	W.H.W.	. 3	0:48:	534
2	H. Surman, Elizal	beth	. 3	0:48:	
3	O. Brandes, W.H	I.W	. 3	0:48:	
4	J. B. Hawkins, C.	R.C.A	. 3	0:48:	
	H. Jackson, Int. (	A	. 4	0:52:	
6	E. Lowe, C.R.C.A		. 5	0:53:	
7	Hugo Zeile, N. Y	City	. 6	0:54:	
	Wm. Kafus, Int. (	A	. 5	0:53	
ğ	J. Schuster, C.R.C	A	. 5	0:53	
	Nick Kind, Edged			0:52	
	C. Kind, Edgecor			0:52	
	Wm. Fuchs, C.R.			0:54:	
	P. Wollenschlage			0:56	
	Alois Pfister, C.F.			0:53	
	E. Kahn, Edgecon			0:55	
	D. J. McIntyre V			0:56	
17	M S Walters C	P C A	7	0:57	
10	M. S. Walters, C. W. Beard, Int. C.	Δ. Ο. Α	: 7	0:58	
10	F. W. Eifler, C.I	$\mathcal{L}$	o toh	0:51	
				0.51	4375
20	W. Vanden Dries	, N.I.A.C	,, , + o lo	0:51	152/
21	C A Chammad 1		aten	0.51	43-/5
21	C. A. Sherwood,		- 4 - 1-	0:51	152/
22	C Nouse Dec 17		atch	0:51	
22	C. Nerent, Roy V	VSCF	aten		
23	J. Whalen, C.R.C.	A	, Ö	0:59:	
	H. Hink, C.R.C.A			0:55:	
25	L. Kern, Canarsie	€_W	. 0	1:01:	:55
26	C. M. Schlosser,	Brower	W.	0 55	FF a /
			atch	0:55:	
27	Archie Allen, Avo	mia A C.	. 6	1:01:	.59

#### Nominees for L. A. W. Offices.

The nominating committee of what remains of the League of American Wheelmen has presented the following slate: President, Marriott C. Morris, Philadelphia; first vice-president, Frank W. Weston, Boston; second vice-president, Edward F. Hill, Peekskill, N. Y.; secretary-treasurer, Abbot Bassett, Boston; auditor, George W. Nash, Boston. Nomination is, of course, equivalent to election, the ballots being cast only by members of the National Assembly, which now largely consists of men who do not ride bicycles. The nominees for president and first vice-president are, however, active wheelmen, but unless they perform some wonder-working, their most onerous duties will be to attend the annual reunion dinner, to which the L. A. W. has been reduced.

#### Gus Perden's Extra Prize.

Winning both the bicycle races at the policemen's games at Celtic Park, Long Island City, two weeks ago has netted Gus Perden a good berth on the police force. Perden, who is an amateur of some note, had but lately joined the force and after winning both races, Police Commissioner Bingham, when presenting the medals, took occasion to question the winner. Perden told the commissioner that he had but lately joined the force, but that he hoped to be appointed on the bicycle squad sometime. Nothing more was said, but a few days later Perden was transferred to the bicycle squad in another and easier precinct. George C. Schrieber, the former professional crack, is another cyclist of note who also recently joined the "foorce."

#### BARDGETT RUNS ELLEGAARD CLOSE

American Rides Two Brilliant Races at Munster—Darragon Wins the Grand Prix de la Ville Neuilly.

Although the accounts of the race are very meagre, the French papers state that Walter Bardgett rode brilliantly at Munster on the 6th. In the Grand Prix, one of the big fixtures, the American gave former world's champion Elegaard a battle for the honors and was beaten only by a few inches. Bardgett further distinguished himself by finishing second in the handicap from scratch, giving Ellegaard another run for his money.

Louis Darragon, champion pacefollower of the world and of France, and who will ride in the forthcoming six day race with Petit-Breton as his partner, finished first in the sixth annual Grand Prix de la ville de Neuilly, which was decided on the velodrome D'Hiver at Paris on Sunday, 6th inst. The race was for one hour behind motor pace, and in that time Darragon covered 47 miles. Simar was second with 45 miles, Hugh MacLean covered 43½ miles and Wills was fourth with 42 miles.

A. C. Spain, the ex-Bloomfield, N. J. amateur competed against Bader, Stol and Thile at Homburg on October 6th. In the principal race of the meet Spain finished third. Theile was first and Stol second. In the other races the American negro was unplaced.

Menus Bedell finished third in both heats of the German Derby at Cologne, 6th inst. The first, 20 kilometres, was won by Roesenlocher, with Dickentmann second and Mauss third. Mauss got second place in the hour race.

Otto Maya, the old six day crack, who now takes life without worrying at Erie, Pa., is touring the continent. He assisted in officiating at the last meet at the Parc des Princes track in Paris,

Syd Melville, the well known Australian trainer who was brought to Paris by Walter Rutt, and this season was "Major" Taylor's trainer, is homesick. Before going back to the kangaroo country, according to French advices, Mellville will come to New York and handle the foreign teams in the six day race.

Here is a most remarkable bit of news: "Woody" Hedspeth, the American negro, is champion of the world! It generally was supposed that Emil Friol of France won the title last year, but evidently there was some error about this. At least, according to Hedspeth's pictures, which proclaim him champion of the world. Hedspeth has had very good success this summer, but the records do not show that any championships were won by him. Therefore it was somewhat surprising to a Parisian correspondent to find the negro's re-

cent photographs labelled "champion du monde."

Nat Butler won the hour race at Terptow, Berlin, on September 29th, covering in the hour 65 kilometeres 100 metres. He had as his opponents Pszyrember and Bemke.

George Passerieu, the French long distance rider who will be a prominent contender in this year's six-day race in Madison Square Garden, won a 12-hours race at Geneva, Switzerland, on September 28th. Eight riders finished the grind but Passerieu was easily the winner, covering 388 kilometres 300 metres, and beating Lequatre, the Swiss champion, by something over three miles.

Hugh MacLean finished third in the 40 kilometre paced race at the Velodrome Buffalo, Paris, on September 29th. Wills, of England, won, with Contenet, France, second. Darragon was fourth, four laps behind the American. Rain, which came up while the sprint races were in progress, caused the meet to be finished in the Velodrome D'Hiver, and Friol, Ellegaard and Mayer met in a series of matches. Ellegaard won the first heat from Friol by six inches, and the world's champion had an easy victory over Mayer in the second heat, Ellegaard finishing last. The order of finish in the last heat was the same as in the second.

#### Ferch Cops Much Postponed Race.

August Ferch, with a handicap of seven minutes, won the first annual 12-mile handicap road race promoted by the Milwaukee Amateur Cycle Club, and held in that city, Sunday, 6th inst., over the Port Washington course. Ferch's time was 54 minutes 55 seconds.

Although the race had been postponed many times since Labor Day, when it originally was intended to be run, thirty riders mounted their bicycles at the start. As the course was six miles out and back the spectators, of which there was a large crowd, were enabled to see both start and finish. Considering the strong head wind the riders encountered on the home stretch the time made was excellent, and the contest was of a character to keep the spectators interested from the start until the finish.

Ferch assumed a position up front soon after the start and continued with the leaders until within a few yards of the tape, when he unwound and beat A. Guenther, a 5-minute marker, by several lengths. G. Remmers was a close third.

The Dietz bothers—John and Joseph—Charles Schreiber and George Smith, were on scratch and they fought every mile of the way. On the home stretch John Dietz took a notion to shake the others and he got away from them, finishing in 31 minutes 37 seconds. Schreiber, a special delivery messenger, was second in time, finishing in 32:10. Joe Dietz crossed twenty seconds after Schreiber, and Smith was checked some time later.

#### **CAUSED PHILADELPHIA TO STARE**

Eighty-two Riders on United Cycling Club's
Half Century Run—Hemple Winner
of Thirty-Mile Handicap.

Richard Hemple, the crack Atlantic City speed merchant, turned the unusual trick of winning both first time and place prizes in the first annual 30 miles handicap road race under National Cycling Association sanction, at Waterford, N. J., last Sunday, 13th inst., promoted by the United Cycling Club of Philadelphia. Hemple's time was 1:40:00, which, though not a record, is fast,



RICHARD HEMPLE

considering that 23 miles of the race was in the face of a stiff wind.

The race was the feature of the outing arranged by the new association last Sunday. The United Cycling Clubs had planned to make Philadelphia sit up and take notice, and it certainly did. Under the leadership of the veteran George W. Robb, an optimistic Philadelphia dealer, 82 riders assembled at Broad and Spring Garden streets at 9 o'clock, for the half-century run to Waterford, N. J., and return. No wonder church-going Philadelphians ran the risk of missing the first hymn by stopping to watch the large body of cyclists. They had not seen that many together in many years. At 9.30 Marshall Robb gave the signal and the imposing line rode down Chestnut street to the ferry. People stopped on the street and there were cheers, too, take Instigator Stroud's word for it. From Camden ferry was a pleasant ride with the wind all the way through White Horse and

Berlin to Waterford, where dinner was served.

After this most important function was attended to all the party who were fast riders, and others who imagined they were, lined up for the 30 miles handicap. There were 24 of them, and interest in the race was heightened by the presence of R. L. Shanklin, of the Crescent Bicycle Club of Baltimore, who had won the time prize in a race in the Monumental City the previous Sunday; G. E. Towson and T. Klug, two other fast Baltimoreans.

With the handicap limit 15 minutes the men on the low marks had their work cut out for them at the start, especially with a head wind most of the way. Hemple, Shanklin, Stroud, and Trotter were on the honor mark and they rode "all out" from the start. They caught the last man in front, Frank W. Harris, 14 minutes, at 22 miles. All were tired and Trotter had gone to pieces completely.

Six riders were together in the last mile for the sprint and Hemple led Shanklin, the visiting Baltimorean, across the finish line, by less than a length, with Farber, Grogan, and Stroud all bunched, in the order named. Carson and Harris finished some seconds behind. Hemple and Shanklin each rode Yale bicycles, the former geared to 88 and the latter to 92 inches. The summary:

1 R. Hemple, A.C.W....scratch 1:40:00 2 R. L. Shanklin, C.B.C., Balto.

	scratch	1:40:001/5
3	J. Farber, Stroud W 3.	1:43:003/5
4	L. J. Grogan, N.P.W 3	1:43:004/5
	W. R. Stroud, Stroud W. scr.	1:40:01
	T. Carson, N.P.W 9	1:49:02
	F. W. Harris, H.B.Y.C14	1:54:57
	E. Towson, C.B.C., Balto 3	1:45:30
	G. Miler, Stroud W11	1:53:37
	B. Berg, N.P.W15	1:59:22
	G. Harris, H.B.Y.C 8	1:54:00
	M. Logue, Stevens W 3	1:51:114/5
	C. N. Coyle, Stroud W 9	1:57:12
	D. J. Trotter, Stevens W.scr.	1:48:121/5
	C. B. Yancey, H.B.Y.C14	2:05:06
		2:06:07
	Paul Mays, Stroud W15	
	T. Klug, C.B.C., Balto 8	2:00:30
J	First prize was won by R.	Hemple

First prize was won by R. Hemple (scratch), time 1:40; second, R. L. Shanklin (scratch), time 1:40:00½; third, W. R. Stroud (scratch), time 1:40:01; fourth, J. Farber (3) 1:43:00¾; fifth, L. J. Grogan (3), time 1:43:00½.

#### Garden City Wheelmen's Big Run.

More than fifty riders took part in the annual run and games of the Garden City Wheelmen, of San Jose, Cal., to Centerville, Sunday, 6th inst.

The results:

One mile married men's race—Won by William Moon, by two inches; second, Frank Hodges; third, Joe Desimone; fourth, William Mitchell.

Tandem match-Won by William Moon and Snedigar; second, Holmes and Krusich.

One mile open—Won by Howard Waltz; second, Tess Waibel; third, Charles Chabova.

One mile handicap—Won by R. Bryant (20 yards); second, Howard Waltz (scratch).

One mile match—Won by Charles Roberts; second, Mike Maggini.

Missing Wheels Traced from Far Rockaway to Manhattan-Trail Leads to Policeman and Causes Arrest.

When Frank and Ernest Webster of Far Rockaway, L. I., found that their bicycles had been stolen one morning last week, they had little reason to suppose that they had been stolen by a policeman in full uniform, but by a peculiar train of circumstances and prompt detective work the missin machines were soon located and an officer of the law arrested on the charge of being guilty of the theft. The two brothers had been out late at night, returning about 1 o'clock in the morning. They left their bicycles on the front porch of the cottage where they live and which is well back from the street. Frank Webster owns his machine, but the one ridden by Ernest belongs to the Queens County Gas Co., of which he is an employe. At daylight both bicycles were gone.

Frank Webster is the proprietor of a newsstand at the local Long Island railroad station, and uses a bicycle for delivening some of his papers. He borrowed another bicycle, but before starting on his route told one of his assistants about the robbery. Shortly after he had left, another of his assistants came in and asked what Frank was sending his bicycle away for. He had seen the bicycle in a crate on the station platform, ready to be shipped. When Webster returned he took a look at the crates on the platform and identified his own bicycle and his brother's machine. The police were notified, and they learned from the express agent that a policeman in full uniform had arranged for the shipment, and the description was that of Patrolman Charles P. Runkel, of the local force. The writing on the tags, which were addressed to H. T. Crunden, 25 Hancock place, New York City, corresponded with Runkel's writing on the report slips in the station.

To clinch matters the bicycles were shipped to the address given, with a detective accompanying them. When they were delivered, it was found that Crunden was a bicycle dealer, and he said that a policeman had called upon him a few days before to have Crunden receive two bicycles which were to be sold, or exchanged for a lady's bicycle. Crunden later went back to Far Rockaway with the detectives, and when the police were lined up for evening inspection he unhesitatingly picked out Runkel as his man. Runkel was immediately placed under arrest and is held under \$1,000 bail. He is a married man about 31 years old and has been on the police force for about three years. Efforts are being made to trace other recent bicycle robberies, the detectives reporting that bicycles answering, the description of the

COP CHARGED WITH BICYCLE THEFT, stolen machines are to be found in Crunden's establishment.

#### Tagging for Immediate Revenue.

Where cycle path laws are enforced spasmodically, the result is apt to be ludicrous at times, as well as annoying to those who fall under the ban of the authorities having such matters in charge. The Minneapolis (Minn.) cycle paths have been in need of repairing for some little time. Recently the city clerk became aware of the fact, as well as of the necessity of having funds in order to carry out the work. Minneapolis has a tag law, which, like the cycle path, only comes to notice periodically. The clerk happened to remember this. and the rest was easy. Bicycle Path Inspector William Edwards was immediately



NEW YORK BRANCH: 214-216 WEST 47TH ST.

sent out with a bunch of brand new tags and a screwdriver. Every rider caught riding on one of the paths without a tag was immediately held up and mulcted of 50 cents. Then the inspector would put one of the new tags on the machine and let him go. If the victim failed to possess that amount of wealth his machine was held as bond for the required sum.

French methods of justice are peculiar, that is to say, from the American standpoint. Nevertheless, they are effective, if somewhat roundabout. Otero, the famous music hall dancer recently had to pay damages because her chauffeur ran down a bicyclist. The sum total of costs was \$31, that is to say, 154 francs. The justice of the peace who imposed the fine, fixed upon it by means of the following analysis of the actual injury suffered by the victim: Damage to bicycle, 94 francs, or \$18.80; injury to cyclist's clothing, 20 francs, or \$4.00; medical attendance, 15 francs, or \$3.00; medical certificate, necessary to prove physical injury, 5 francs, or \$1.00; moral damages, 20 francs.

#### WU TO REJOIN CYCLING DIPLOMATS

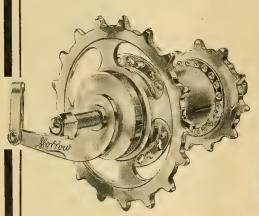
Former Chinese Minister's Return to Wash. ington May Add to Their Enthusiasm -His Usual Mount American.

"The return of Wu Ting Fang to Washington as Minister from China," said a man who lived in the Capital for some years, "will in all probability again give the American public the spectacle of an Oriental diplomat on an American bicycle. For years Mr. Wu has been known as one of China's most progressive and astute representatives, and it is an incidental evidence of his enterprise that he has long been an enthusiastic cyclist. Although many of the attaches of the Chinese Legation wear American clothes and ride diamond frames, Mr. Wu himself for reasons of policy sticks to Chinese costume, which necessitates his riding a drop frame, ladies bicycle. To the stranger in Washington the sight of the worthy Oriental pedaling down Connecticut avenue toward the state department, with his blue and yellow robes flapping gaily in the wind and a bland smile of pleasure on his face, is ever one to both amaze and amuse. Mr. Wu has always taken great pride in his bicycles, and the mysteries of the coaster brake and the spring fork attracted his attention very early, so that both of these improvements are to be found on his machine. When he was recalled to China a few years ago, his crates of new American bicycles were no small part of his luggage.

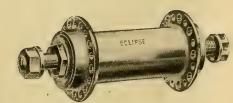
"The Chinese legation is not the only diplomatic residence where numerous bicycles may be seen. Nearly all of the embassies and the other legations have members who are more or less enthusiastic cyclists. Gasolene cars and electric runabouts have latterly grown popular in the diplomatic set, but many of the owners of these still use their bicycles a great deal. Washington is peculiarly suited to cycling because of the smooth asphalt everywhere and because of the perfect macadam of the outlying roads to the National Zoo, the Chevy Chase Golf Club and various pleasant places up the Potomac River. Many a diplomat, therefore, prefers to quietly mount his bicycle and enjoy a refreshing spin awheel rather than to telephone for his automobile. As is to be expected, many of the bicycles used by the diplomatic corps are of foreign manufacture. The members of the British embassy, for instance, take a supreme pleasure in the supposed superiority of their English-built machines, while the French attaches are equally confident of the mechanical eminence of the mounts they have brought with them. But strangely enough some of these very diplomats take home American machines when they return, and show them to friends as something of rare excellence.

# Morrow Quality and Morrow Facilities

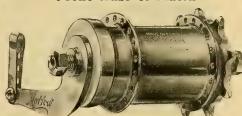
are at your disposal for your next season's requirements of Front and Rear Hubs.



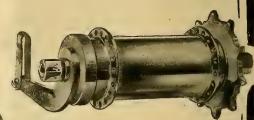
For Chain-Drive Motorcycles



Front Hubs to Match



For Bicycles



For Belt-Drive Motorcycles

## Of course

it is needless to say that on bicycles and motorcycles the **Morrow Coaster Brake** will be as it has always been, first among the best.

Eclipse Machine Company, ELMIRA N. Y.

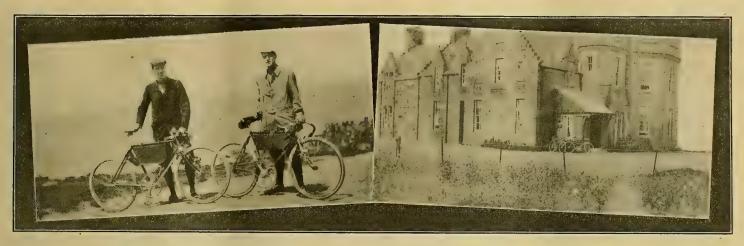
#### END TO END TOUR OF BRITAIN

American's Narrative of Foreign Trip Akin to Transcontinental Tour—Region
Where Cycling is Popular.

"If one has the time, the ambition and the money, and I'll confess that it takes considerable of the latter requisite, I know of no way by which a vacation may be spent more enjoyably than by a jaunt awheel abroad, that is, in new pastures. There is a charm in the feeling that one is thousands of miles from the hum-drum of New York, a feeling that makes one care little whether he ever sees old Manhattan again,"

"Penzance is a quaint old town on the Cornish coast, full of legendary interest, but we looked in vain for the much-sung-of Pirates, though we were quite willing to treat the merry crew to a keg of musty ale had we come up with them. As if to compensate for this loss, we had visitors, restless ones, too, and they made the night hideous by their persistency in running all over the bed, and us. Couldn't see much difference between the British brand and the common American species, unless perhaps, the former are a bit more aggressive. At any rate, we though so that night. took a whole day for the trip to Land's End, and spent most of the night and next morning there looking at the pictures of racing men who have tried, at one time board sweaters on their backs! All the cyclists we met looked as neat as new pins and this has its effect upon the public, who respect and cater to cyclists more than to other wayfarers of the road. It seemed that every girl rides a bicycle in England, and we would meet parties of them out on a run, and every once in a while come across one seated at the roadside, reading a book or knitting, with her bicycle leaning against a nearby tree. Cycling in England is a recreation—not a scorch.

"York has two interesting objects to command the attention of tourists—the old wall, and the old York Minster cathedral. Through the counties of York and Durham, we came into Northumberland, which is studded with historical and picturesque



AT LAND'S END, CORNWALL, ENGLAND

JOHN O'GROAT'S, SCOTLAND

said Alfred H. Seeley, of the Century Road Club of America, who has just returned from a protracted tour through England and Scotland, including a short tour in France. Seeley is an industrious mileage "fiend" and as he checked in accordance with the requirements of his association the 2,047 miles that he pedalled while abroad will count in the mileage competition of the Century Road Club.

"After leaving the boat at Plymouth, I was joined by a friend, Carl von Witzleben, of Homburg, Germany, who also is a member of the Century Road Club of America," continued Seeley, in telling of his trip. "We had planned to do the Land's End-John O'Groat's trip, so struck out at a leisurely gait, for the former place, which is the most westerly point in England, and from where all ambitious cross continent English record-breakers start. Being unaccustomed to the English rule of road, which requires one to pass to the left of anything coming in the opposite direction, almost got us into trouble at the very start. Carl bumped into a portly native of Plymouth, who turned to the left as we rode toward him, and a collision resulted. For awhile the air was heavily charged, and he was for having Carl arrested for bumping his ponderous dignity, but after he cooled a bit, we proceeded, firm in the resolve that we would make no more such mistakes,

and another, for the End to End record.

"From Land's End to Penzance and from there to London we found the roads excellent, but the Cornwall country is hilly, so much so, that I had to have a rim brake fitted to my Racycle, in addition to the spoon brake already on the front tire. While riding over the moors between Bodmin and Launceston, we had an encounter with an enraged premature roast beef, and I am sorry we did not think to put the stop watch on our flight-I am sure we wiped out all existing quarter mile records. At a small town near Exeter we ran into a cattle auction and had lots of fun watching the natives. An experience with a couple of the wandering troudabours, who composed a few songs on the spur of the moment for the privilege of trying to ride our wheels, comprised our only adventures for a few days.

"London to York, over the Great North road, through Hitchin, Grantham, Newark-upon-Trent, and Doncaster, which latter place has one of the finest horse racing tracks in the world, is as pretty a ride as one can imagine. The country is mostly flat and a favorite course for record runs. We meet lots of the speedsters, and every one seems to ride two or three speed gears. The thing that impressed me most, however, was that every rider is attired in neat cycling clothes. No hungry Joes with bill-

spots. Alnwick Castle, claimed to be the finest in England, required some time to appreciate fully, and besides being rich in architectural construction, it is noted in an historical way. The first parts of it were built back in the 13th century, and additions have been made through the succeeding generations with good taste, making a harmonious structure on the whole.

"Berwick, a quaint old town on the east coast at the mouth of the Tweed, and which is said to have been a rival of London in times back, claimed some attention, and just after leaving here we crossed the border, and ran into a welcoming Scotch mist. We had before groped through a London fog but a Scotch mist can make it look like a D'auber abomination beside a genuine Corot. Edinburgh is too well known to go into a detailed description of its beauties, suffice it to say that nothing escaped our notice, from Princess street to the monument erected to Sir Walter Scott. The roads are fine though somewhat hilly.

"Week-end cycling tours seem to be the prevailing habit in the British empire and we met more than a hundred of this class, both sexes, on the ferry from Granton to Burntisland, after leaving the chief city of Scotland. A night in Perth was one to be remembered. The people all seemed to be filled with but one desire—that to imbibe enough 'ginger ale' to preclude any possi-

bility of a dry Sunday. The laws of Scotland are such that only bona fide travelers are entitled to a drink on Sunday, and one must have ridden at least three miles from where he passed the night to get a drink at all. Morning bracers are impossible, until the expiration of three miles. Perhaps that is why every one we met in the early morning seemed to be hurrying more than at any other time in the day. Mileage riding is very popular on Sunday for that reason, a Scotch cyclist told me.

"At Birnan we saw the Birnan wood, of which Shakespeare said in Macbeth:

'I pull in resolution, and begin
'To doubt the equivocation of the fiend
'That lies like truth! Fear not, till Birnam
wood
'Do come to Dunsinane.'

rian, Andrew Carnegie. Naturally that held some interest for an American in a strange land. Another interesting and romantic spot was found beyond Gilspie when we came to Dunrobin, the seat of the Duke of Sutherland.

"I have toured in several countries, but the ride up the coast of Scotland was the most beautiful sensation I ever experienced en tour. Ord point, and its deer; Wick, and the interesting finishing smacks, both commanded attention. Then John O'Groat's, the northernmost point of Scotland, and we made a double quick for the hotel, which stands on the site of the orginal John O'Groat's house. Like the Land's End hotel, the walls of this hostelry are covered with pictures of record breakers, cycling

end in London. At least we thought it had. "'Have you had enough?' I asked Carl, and I knew his answer would be 'no' before he gave me a negative shake of the head. As our vacations were drawing to an end we decided to take a run over into France, and tour the Loire-the chateau district. From Rouen, made famous by Joan of Arc, we rode to Paris, and while there had the pleasure of seeing Major Taylor defeat Poulain in two straight heats. We saw the other American riders and had difficulty in getting away from them, they were so glad to see a face from home. Orleans was the next stop, after leaving the French capital, and the streets there were filled with statues of Joan of Arc. We saw two very fine chateaux, one at



ALNWICK CASTLE, ENGLAND

FALLS OF KILLMORACK, SCOTLAND

"No wonder Scott and Burns were inspired to write of 'Bonnie Scotland.' Through Dunkeld, Pittschry, the Pass of Killiecrankie and Blair Atholl, everywhere we went, 'The landlord's laugh was ready chorus,' 'Contented wi' little, and cantie wi' mair.' Beyond Blair Atholl, the country gets bleak, especially in the Grampians. We had our work cut out in ascending the mountains, and then I wished for a three or even four speed gear. We spent one night at the Loch Erich hotel at Dalkinnie, which the landlord solemnly assured us was the highest point in Scotland-we were sure of it, if inclined to be dubious before-when he presented the bill. The altitude had its effect upon his figuring beyond doubt

"From Dalkinnie, the road led us to Kingussie, Aviemore and Carrbridge into quaint Inverness, the capital of the highlands and the center of a rather important trade in tweeds and clan plaids. The firth country is particularly rugged and interesting and we rode along the Beauly firth until we reached the Cromarty firth, which we followed all the way into Tain. The sight of the British channel fleet, heightened the effect. The next day we passed Castle Skibo, the retreat of our most famous libra-

clubs, motorcyclists, and al tourists who ever stayed over night at the place. The only other interesting thing there is the sand, which is of a dazzling whiteness, and is composed of a shell known as John O'Groat's backies. Later we strolled up to Duncansby Head, where the so-called 'stalks,' gaunt piles of rocks, abound.

"We tarried some time at Beauly on our way back, taking pictures of the Beauly Priory built in 1220 by a Norman baron named Byssett, the falls of Kilmorack; the Druidic stone on the spot where Thorpin defeated the Scots; Gilchrist chapel, where a terrible massacre took place. On leaving Beauly we rode to Inverness, then down the Loch Ness to Fort Augustus, through Invergarry and Spean Bridge. At Stirling we stood upon the exact spot where Robert Bruce fought his famous battle against the English on the field of Bannockburn. From Carlisle we made for the English lake district, and the counties of Cumberland and Westmoreland are, scenically, the finest in England. After Liverpool, Chester and its famous River Dee and pleasant boating; Kenilworth Castle, known to every student of English literature, and Warwick, through Leamington, Bedford and Hitchin, and our journey came to an Chambord and another at Blois. Continuing down the Loire we visited the castles of Chaumont, Amboise, Chenoclaux, Luynes, Langlais, Samux and Chinon. This country was very beautiful, although the roads were inferior to those we found in England, which condition may be attributed to the countless number of automobiles that pass over them daily. All good things must come to an end, and our trip was one of them, so we hurried back to Paris and parted, Carl going to Homburg and I to New York."

#### Another Octogenarian Cyclist.

A sad accident has brought to light another hitherto unknown octagenarian cyclist, Charles G. McLead, of Beverley, Mass., aged 80. One day this week he was thrown from his bicycle by a dog and so seriously injured that his life is dispaired of.

#### Growing Demand for Motorcycle Cops.

The demand for motorcycles for the surpression of automobile scorching grows with the days. The police departments of Washington, D. C., and Indianapolis, Ind., are among the many that have the purchase of such machines under consideration.



# Indian

## WINS WORLD'S RECORD

Mr. F. A. Baker, of Brooklyn, N. Y., on his

2¼ H. P. INDIAN

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164 miles on one gallon of gasolene

WORLD'S RECORD FOR ANY SELF-PROPELLED VEHICLE.

Economy in cost is not attended by any triumph of genius, but economy in maintenance is the putting to good use of the talent.

Hendee Manufacturing Co.
Springfield Mass.

#### More Riders Get Licenses.

Licenses were issued this week by the National Cycling Association to the following riders: Professional—Edward Gumbel, New York City. Amateur (track and road)—Otto Brandes, New York City;. Amateur (road racing only)—J. Nash McCrea, Springfield, Ill.; S. J. Reilly, Daniel Gordon and Samuel Struber, Brooklyn; Charles De Salvo, Andrew Carradino, Patrick Donato, Ernest Hugin, George Thoreakos, William Schaeffer, Sylvain Segal, John Everett Fee, Louis Heydet, Bertrand Vincent, Wallie Beard, Louis Keiflin, Clifford A. Bridgman and Anthony Backetty, New York City; Maurice Metzger, Michael Majestiv, John Miller, William Ackerman, and John Hock, Long Island City.

#### Motorcyclists to Climb Phillips Hill.

The Chicago Motorcycle Club will hold its annual hill climbing contest at Algonquin, Ill., to-day (Saturday). Phillips hill, which starts in the heart of the town, has been chosen as the scene for action. The climb will be divided into three classes, one for machines not exceeding 21.20 cubic inches piston displacement, another for those not exceeding 30.65 cubic inches, and a free-for-all. Two trials will be allowed, one flying and one standing, the average time to count in the awards. The meet will be held rain or shine.

#### Ordinance Against Open Mufflers.

Backed with the support of the Los Angeles Motorcycle Club, the mayor of Los Angeles, Cal., has sent a recommendation to the city council for an ordinance against the open muffler nuisance. As related in the Bicycling World, the club is active in its campaign against riders who annoy by opening their mufflers within the city limits, and the mayor's communication to the council is the result of a letter which the organization addressed to him on the subject and which he in turn has transmitted to the city fathers. That an ordinance will be enacted is certain.

#### Race Meet for Motorcycle Cops.

New York and Brooklyn motorcycle 'cops' will have their innings to-day (Saturday) at the Empire City track, when they will race for silver cups offered by Police Commissioner Bingham, his deputies, and several wealthy New Yorkers. One prize that will be given is a bog oak silver mounted night stick brought from Ireland by T. K. Hastings. Eight events are on the program.

#### Long Marker Captures Motorcycle Race.

A three mile motorcycle race was one of the features of the automobile meet at Terre Haute, Ind., on Sunday, 6th inst. C. W. Twigg (Yale) was given one-eighth of a mile handicap and he finished in front of George Arrowsmith (Curtiss) who started from scratch. T. R. Casebeer on a Yale was third.

We are confident of securing ALL or PART of your business with the

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Motorcycle Department

4th & Hanover Sts., Pottstown, Pa.

#### **BOSTON'S VELODROME ASSURED**

Work Begun on Ten Lap Saucer—Season of Indoor Racing to Open with Six Day Contest.

Carpenters started this week in the work of transforming the old Park Square roller skating rink at Boston into an indoor modern cycle velodrome, upon which it is planned to hold races all winter, opening on November 9th, and continuing the following week with a six day race.

Alexander MacLean; the Boston manager and lessee of the Revere Beach cycle track, is responsible for the venture, and it is not doubted but that it will pay the promoters. The track will be completed by November 1st.

The track will be ten laps to the mile and will be banked so that it will hold a 1:25 gait. The turns will be banked to an angle of 45 degrees and the stretches 18 degrees. The seating capacity will be 4,000, while several hundred may be packed into the arena if necessary.

MacLean is having three new pacing machines built and these will be manned by Saunders, Turville, and White. His plan is to hold meets twice a week during the winter, and as the improvements are costing \$5,000 it is certain that MacLean will have to put up good racing to draw the necessary crowds to make the venture pay.

It is planned to open with a card of sprint and motor paced races on Saturday night, November 9th. The ten-hour a day race for six days will be started at 1 p. m., Monday, the 11th, and the riders will go each day from that time in the morning until 11 o'clock at night. Whether the six day race will prove a success remains to be seen. MacLean claims he has all the riders signed up and others clamoring for admission. He only wants ten teams which may be augmented by two foreign teams to be secured by his brother, Hugh, now in Paris.

The contract that has been made for the riders to sign is unique, and just how the riders are going to come out square on the proposition is difficult to see. According to it the promoters agree to "give 35 per cent. of the gross gate and grandstand receipts, \$200 to be taken out of said 35 per cent. for the nine and ten teams, providing they finish said race not more than two miles behind the winners, otherwise said \$200 or whatever part of it said nine and ten teams are not entitled to, shall be divided equally among the other teams that finish, the balance to be divided as follows: 20, 17, 15, 13, 11, 10, 8, 6. Each team can draw \$10 a day for expenses, said money to be deducted from his winnings at the end of race. Thirty dollars will be put up each day for the winners of the final sprint, to be divided \$15, \$10, \$5. Said \$30 to be taken out of said \$35 per cent. of riders' money."

Whether MacLean has the teams signed is problematical, as several of the riders he was said to have secured state they will not go to Boston and ride for 35 per cent. of the gate, to be divided twenty ways. As no bonuses are to be given it looks as though the riders will have to take what is given them or stay at home all winter and remain idle. If the race is a big success they will not lose in the long run.

#### Tigers Plan Thanksgiving Race.

In its usual manner of springing pleasant surprises the Tiger Wheelmen of New York have announced that they will hold a sanctioned open handicap road race on Thanksgiving Day morning, which this year occurs on November 28th. The startling part of the notice is that the race will be held in New York City and that a motorcycle and a diamond ring will be the big prizes.

At its meeting last week the Tiger Wheelmen voted to give registered riders a race on Thanksgiving Day, but it was decided to make the race from Bridgeport, Conn., to New York City. A committee was formed with full powers to go ahead and make any changes it saw fit. The committee met Tuesday night last and discussion brought out the fact that an inter-city race would not pay for itself at this time of the year, especially should a snow storm set in the day before the race. The committee then voted to hold the race in New York City.

The course cannot be made public until next week, as the permit has not been secured, but as the Tigers cut somewhat of a figure politically in their district, added to the fact that election time is approaching, it is thought no difficulty will be experienced in this direction. The distance of the race will be 25 miles.

It is planned to make the event an annual Thanksgiving fixture and to this end the Tigers have planned to get up a prize list that will attract the fastest riders from all parts of the country. A good motorcycle will be offered as first place prize, and possibly a bicycle as second prize, while the first time prize will be a diamond ring. The handicap limit will be seven minutes and the entry fee \$2.

#### Ten Survivors in Double Century.

After two postponements the annual moonlight and double century run of the Century Road Club of America was held last Saturday and Sunday, 12th and 13th insts. As usual, it took place over Long Island roads. The run was a success, 25 riders finishing the moonlight. None but the hardy pluggers survived the full two hundred miles. There were ten of them as follows: A. H. Seeley, Fred E. Mommer, Ernie G. Grupe, Harold E. Grupe, J. Bedell, S. Segal, J. Noe, S. Steglik, W. Sommer and J. W. Hedden. The pacemaking was done by Mommer, Hedden, Seeley and H. E. Grupe.

#### CLUB CHAMPIONSHIP FOR BYRNES

He Captures Both Handicaps in Tiger
Wheelmen's Run on the Scarsdale
Road—First Events in Series.

With forty-one cyclists and four motorcyclists in line, the club run of the Tiger Wheelmen to Scarsdale, N. Y., where it held the first of the club championships, last Sunday, 13th inst., was a pronounced success.

The Tigers always know how to enjoy themselves when on a run, and this was no exception. The club clown kept the crowd in an uproar all the way to Scarsdale and when that place was reached several of the riders were so hungry that they could not wait for dinner. They foraged and made an onslaught on a nearby orchard, and were in a fair way to forego dinner when the owner made his appearance with a double-barrelled shot gun, and reinforced by an ugly looking canine. An impromptu foot race back to the hotel ended the adventure.

The course on which the races were held was an ideal one and quite a crowd of local people and tourists watched the events, both of which were handicaps and the first of the Tiger Wheelmen's annual series. James Byrnes accounted for both, with Tony Bizzari second from scratch in the two miles, and O. Kempski second in the five miles. Bizzarri got both time prizes, covering two miles in 5:07, which breaks Sherwood's record of 5:27\(\frac{1}{2}\), and the five miles in 14:37. The summaries:

# Two Miles. 1 J. Byrnes ... 1:15 6:20 2 Tony Bizzari scratch 5:07 3 George Henry 0:35 5:36 4 Arthur Hintze 0:45 5:52 5 E. Higgins 1:00 6:08 6 Geo. McAdams 1:00 6:08 7 Herman Hintze 0:45 6:15 Five Miles.

	Five Miles.	
1	J. Byrnes1:30	15:30
2	O. Kempski 2:15	16:21
3	Herman Hintze 2:15	16:21 1/5
4	Harry Mautner 3:00	16:06
5	F. McMillan 0:45	14:52
6	George Henry 0:45	14:521/5
	George McAdams 1:45	16:30
	E. Higgins 1:45	16:301/5
	Arthur Hintze 1:30	15:55
10	Louis Mautner 2:00	16:10
	T. Bizzariscratch	14:37

#### Atlantic City Cyclists Form a Club.

Atlantic City, N. J., has a new bicycle club, formed last week by eighteen boys between fifteen and eighteen years of age. It is styled the Royal Cycle Association, and Rred Russo is president and Carl L. Seeber secretary-treasurer.

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

Volume LVI.

New York, U. S. A., Saturday, October 26, 1907

No. 5

#### YULE TO ACT AS CO-RECFIVER

Creditors' Chairman Will Assist in Straightening Pope Affairs—Appointment Will Expedite Settlement.

With the consent of the creditors and agreeable to the Pope interests, George A. Yule, president of the Badger Brass Mfg. Co., Kenosha, Wis., is to become co-receiver of the Pope Mfg. Co., to act in confunction with Receiver Albert L. Pope. The court order for Mr. Yule's appointment now is in preparation.

Mr. Yule, who was active in calling the Pope creditors together at the time the embarrassment of the big companies first occurred and who since has been acting as chairman of the creditors' committee, which grew out of that meeting, is generally reckoned a clear-headed, conservative business man who will be able to render valuable assistance in straightening out the Pope affairs. His appointment as co-receiver will also considerably relieve Receiver Pope, the division of duties saving the latter much time spent in traveling and in attending meetings in the West and dealing with other matters affecting that part of the country to which Mr. Yule will be able to devote himself.

#### Iver Johnson's Own Cycle Show.

While the air of New York is charged with automobile show talk, Iver Johnson's Arms & Cycle Works have seized the opportunity to announce a "cycle show," the duration of which will be the same as the two automobile exhibitions, viz.: October 24 to November 9. It will be an "all Iver Johnson show," of course, and will hold the boards at the Johnson branch at 99 Chambers street, New York, where the full line of 1908 Iver Johnson bicycles, truss framed and otherwise, will be in evidence. The Johnson people have thrown the "show spirit" into the occasion by mailing "admis-

sion cards" to all known dealers and proffering the use of their office for letter writing and practically every other service and courtesy.

#### Contines Becomes a Racycle Traveler.

Ernest J. Contines, for six years the Pope Mfg. Co.'s southern traveler and one of the best known and most active of the men who cover that territory, hereafter will talk Racycles. He has engaged to travel the Southern States for the Miami Cycle & Mfg. Co., and takes up the work on November 1st. "Talking Racycles" will not be strange to Contines, however, as when the Miami company was young he represented it in the central southern district.

#### Date Fixed for Makers' Meeting.

The meeting of the Cycle Manufacturers' Association, which it was decided to hold in New York, but the date of which was left open, has been fixed for Saturday, November 2, at Hotel Belmont. As the Cycle Parts and Accessories Association also voted to meet in New York, its session also will undoubtedly occur on the same date.

#### Peterlin Sets up a New Plant.

C. E. Peterlin, the Grand Rapids grip manufacturer, whose factory recently was gutted by fire, has set up a new plant at 187-189 Canal street, in the Michigan city. He is now operating as if nothing ever had happened.

#### Crescent, of Evansville, Incorporates.

The Crescent Cycle Co., Evansville, Ind., was last week incorporated under the laws of that State, with \$10,000 capital. William A. Koch, George A. Beard and E. C. Koch are named as directors of the company.

#### Pittsfield Spark Coil Increases Capital.

The Pittsfield Spark Coil Co., Dalton, Mass., has increased its capital stock from \$20,000 to \$100,000. The added \$80,000 already has been paid in.

#### M'GUIRE ON CONDITIONS ABROAD

What He Learned in Europe Concerning the Industry There—Light on the British Export Trade.

W. F. McGuire, manager of the Consolidated Mfg. Co., Toledo, Ohio, has returned from his two months' visit to the "other side." Although he brought back most favorable impression of the cycling conditions that exist, particularly in England, his opinion of the motorcycle situation was not of the rose-hued sort.

Mr. McGuire visited England, France, Belgium, Germany and Switzerland, and spent some time with those concerned with the manufacture of both bicycles and motorcycles; he was shown through a number of factories. He discussed motorcycles at some length with a Wolverhampton (England) manufacturer, Charles Richards, who stated that if anything the demand had receded somewhat, due, Richards thought, to lack of knowledge of their care and upkeel on the part of riders. The Wolverhampton man, however, was optimistic as to the future. He considers that the motorcycle business still is in its infancy, and that when the public is properly educated, a proper demand will result.

Mr. McGuire made particular inquiry regarding the two-speed gear for motorcycles and was surprised to learn that few were in use and that, generally speaking, the gear had proved a failure. He found most of such devices to be heavy and cumbersome, and cited an instance that occurred during the course of a ride from Worcester to Birmingham. At the foot of a long hill he found three motorcyclists "stalled." solely because their two-speed gears had refused to ore late.

The Consolutated manager found the English manufacturers in a state of some wonderment as to how the Indian motorcycle, which went through the recent six-days test

over there, had stood up so well. They could not understand how it could be so lightly built and yet prove durable. Despite their hard, smooth roads, practically all of the foreign motorcycles are of heavy construction and fitted with large tires. The magneto, Mr. McGuire found, is in almost general use and giving general satisfaction.

If he was disappointed in the number of motorcycles he saw and in the state of the business, the Toledo man had occasion to open his eyes because of the great number of bicycles in use. On one Sunday, during a ride from Wolverhampton to Coventry, he said he must have seen 10,000 cyclists and only about 25 motorcyclists. The bicycle is used largely for both pleasure and business. The number of merchants and shopkeepers who make use of them for delivery purposes astonished Mr. McGuire. It seems as if the merchant who did not so use them was the exception and not the rule. The American visitor made inquiry in one of the large London stores and found that they made use of 15 bicycles for delivery purposes, and employed a man solely to care for and keep them in condition. The manager of the establishment informed him that he had found no form of delivery so quick and so sure as this has proved to be.

Mr. McGuire found the installment sale of bicycles to be quite a feature of the business in England, but not so much in favor in the other countries he visited. The prices obtained for bicycles also impressed him. An English machine equal to the American \$35 standard brings \$43.35. The manufacturers also are rather stiff in respect to finish and equipment. Black is their standard color; if any other is desired a charge of 621/2 cents is made for it, and wood rims, for instance, entail an extra cost of 871/2 cents. Free wheels are general and coaster brakes in but limited use, while two and three speed gears are attaining popularity.

Of the British export trade, which has attained such huge proportions, McGuire reports a rather surprising situation. He says that the foreign business of the reputable makers is limited; that the bulk of the exporting is done by "cellar manufacturers," who really are assemblers. They import their frames and parts from the continent—duty free—and affix an English name plate. Their product is generally styled "the cheap export bicycle." Few of the bicycles produced in this way are sold in Great Britain itself.

In the few factories to which he was admitted, McGuire found American machinery in use. He could see no advantage, save cheap labor, that the foreign manufacturer possesses over his American competitor. He thought their nickeling might be superior and also their finishing enamels. The first two coats are of American origin, but the last coat is an English product, which gives a finish having more brilliancy and durability.

#### WHERE THE LIGHT COMES FROM

The Big Five-Story Brick Factory Where
It Is Produced—Advanced Equipment
and Division of the Work.

Evidence that the new Light motorcycle is not a "by-product" of the Light Mfg. & Foundry Co., of Pottstown, Pa., but is receiving the benefit of special preparation for its manufacture is shown in the accompanying illustration, which pictures the factory, which was taken over and is devoted to the motorcycle exclusively, the manager of the motorcycle factory, the well known George

valve before starting, and testing the strength of its spring, there is some little danger of external injury to the parts which may interfere with the working of the valve itself thus causing a considerable loss of power. Thus the little spring which holds up the tickler may become weakened sufficiently so that it permits the small plunger to fall down, thus admitting a small amount of air around its stem, and possibly interfering with the quality of the mixture. In an extreme case, the plunger may then fall sufficiently so that the head of the valve comes into contact with it, complete closing thus being prevented, and a compression leak which is very hard to locate, developed. Another possible source of difficulty



WHERE THE LIGHT MOTORCYCLE IS MADE

W. Sherman, having nothing to do with anything else.

The structure is built in accordance with the latest factory practice and is five stories in height, 150 feet long and 40 feet wide, without a post on the floor space. The first floor is given over to heavy machine work and to nickeling and brazing departments, while the second floor is used for office, stock room, shipping department and light machine work. The whole of the third floor is devoted to assembling the complete motorcycles. On the fourth floor is to be found one of the finest enameling plants in the country, all of the equipment being the most advanced and up to date that it is possible to obtain, so that the finish of the completed product may be of a high order. The top floor permits of factory expansion. In addition to the main building there is a large boiler house some distance away and a separate store house removed to a distance of over 100 feet, all inflammable materials such as oils, varnish, enamel and gasolene, being stored in it to protect the main building from danger of fire or explosion.

#### Troubles Affecting Inlet Valves.

In the case of motors having automatic inlet valves, the domes over which are provided with a "tickler" for unseating the in the same connection, is the tendency for a certain amount of dirt to accumulate about the exposed end of the stem which, sooner or later works its way into the valve cage, ultimately getting between the valve and its seat, with a result similar to that just indicated. Also, a purely external injury, such as a blow upon the stem of the plunger, may sometimes be of such a nature as to bend it so that when forced down it will not lift again, thus holding open the inlet. Ordinarily little or no trouble arises from this cause. But it is well to bear it in mind occasionally when an unusually puzzling loss of power is developed.

#### Roullier and Cazanave Open Shop.

Ralph Roullier, secretary of the Roy Wheelmen, and Jules Cazanave, who was associated with Jean Roy, 133 West Twenty-sixth street, until the latter sold his bicycle store, have embarked in business for themselves. They have opened a shop at 938 Eighth avenue and will repair motorcycles and do an electrical repair business.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50c. The Motor World Publishing Co., 154 Nassau Street, New York City.

#### WHY WOOD RIMS MAY DISAPPEAR

Inroads on Forests Cause Increasing Scarcity of Suitable Material—Present and
Future Sources of Supply.

That the increasing scarcity of material suitable for the making of wood rims which is causing a strongly revived demand for the steel article, is not a mere imaginary bugaboo, but is very real indeed, is made plain by the Forest Service of the Department of Agriculture in its latest report concerning the hard wood supply.

The annual cut of hardwood, according to the report, is at the present time a billion feet less than it was only seven years ago, while the demand for hardwood is greater than ever before. The wholesale prices of the different classes of hardwood lumber have increased in that time anywhere from 25 to 65 per cent., while the production has fallen off from 36 to 50 per cent. This condition does much to explain the apparent return of the steel rim to popular favor.

, Until active efforts are made to conserve the hardwood sources, no relief from decreasing production and increasing prices is promised, the Department giving a list of districts where once plentiful supplies have fallen to very meagre figures. The cut in Ohio and Indiana, which seven years ago lead all other states, has fallen off one-half, while Illinois, Iowa, Kentucky, Michigan, Minnesota, Missouri, New Jersey, Tennessee, Texas, West Virginia, and Wisconsin have all declined in production.

At the present time the chief centers of hardwood production are in the states along the Great Lakes, the lower Mississippi Valley and along the Appalachian mountains. But in the Lake States no efforts are being made to renew the hardwood forests, as the land when cut is at present deemed more valuable for farming, so that each year lessens the production and the source of supply. The limit of annual production has been reached in the Mississippi valley states, such as Arkansas, Louisiana and Mississippi and in Missouri and Texas each season now sees a sharp decline.

As to the future of the hardwood market, its hope lies in the great productiveness of the Appalachian mountains, including all the ranges on the eastern end of the continent, such as the Alleghenies, the Blue Mountains and the New England groups. According to the Department they contain the largest body of hardwood now left in the United States, and on them grow the greatest variety of tree species anywhere to be found. It is only by protection from fire and reckless cutting that this last stand of the hardwood supply can be preserved from extinction. Already so much of the Appalachian forest has been so damaged that it will be years before it again reaches

a state of productiveness. Until radical measures are taken to control and replenish the supply, according to the Department, a severe and growing shortage in hardwood timber may be expected.

#### Mesinger's Newest Motorcycle Saddle.

In addition to their "Cavalry" type of motorcycle saddle, the H. & F. Mesinger Mfg. Co., New York, have placed on the market a saddle of the more popular suspension compression spring order; it is shown by the accompanying illustration. The top is of reinforced leather, the reinforcement being a piece of half rawhide tanning which reduces stretch to the minimum. The free action of their front suspension spring, the Mesinger people say, is an important contribution to comfort which equalizes the action



of the rear compression and extension springs. The saddle can be tilted to any desired angle by means of one side bolt on the clamp; a set screw secures it to the seat post.

#### He Had an Old Wheel for Sale.

Manufacturers and jobbers are not the only ones who receive queer letters from queer people suggesting queer proposals. As evidence of the fact, an Ohio dealer sends the Bicycling World the original of the following letter which offered him advice regarding a repair and that also afforded him an "opportunity" to buy parts that is at least somewhat out of the usual:

"As you are a wheel repairer I thought I would see if I could sell you some parts off of my old wheel. I have a seat with an eight inch post on it, and a pair of handle bars. The wheel its self is broaken about three and a half inches from the bar post but I thing you could fix it by putting two pipes one from the post down to the hub & one other through the cross bar. I have a pair of cranks, but not any wheels or chain to sell the balls are all ther and not any lost. If you do not want to buy it could you fix it, if so how much would it cost. If you want to buy them, or fix them, write and tell me what you would give or what it will cost."

K. M. Sikkewalla & Co., of Ahmednagar, India, who write that they have been established in the cycle business for ten years, are seeking catalogues and information pertaining to American bicycles and accessories. They state that their town is growing in importance and that the military barracks there are to be enlarged to accommodate more troops.

#### **MOTORCYCLES AT PALACE SHOW**

Not Many of Them Are There, but Several Are Surprises—New R-S Models and New Thor Motor.

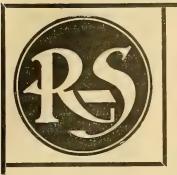
Although there are but two motorcycle exhibits at the automobile show, which opened in Grand Central Palace, New York, on Thursday night, one of them contains a series of surprises-that of the Reading Standard Co. The Reading people had been uncommonly successful in permitting nothing to leak out concerning their 1908 product and as a result the 6 horsepower two-cylinder R-S, which is in evidence, was as unlooked for as was the tricycle and the van or parcel carrier, which also are displayed for the first time. The two-cylinder model has the R-S mechanical valves and what is even more significant, it is equipped with a magneto-a Splitdorf. The single cylinder R-S and the convertible ladyfront tandem also are exhibited, making five distinct machines. The collection constitutes a striking array, the singles and tandem being finished in brown, the double in red, and the tricycle in white, while the parcel compartment of the van is made quite fetching with brass trimmings.

The entire line will be displayed also at the Madison Square Garden show, which opens on Saturday next and will be illustrated and fully described in the Bicycling World's report of that function.

The other exhibit at the Palace is that of the Ovington Motor Co., who show the F. N. to good advantage, as usual. A "Big Four," a "Baby" and a tricar constitute the line. A demonstrating device showing the magneto at work is the feature of "human interest" at the Ovington stand.

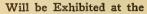
The 1908 Thor motor made its appearance at the Aurora Automatic Machinery Co.'s booth on Friday. It also is in the nature of a surprise to those who were not aware that the Thor people were redesigning their engine. It is entirely new and now is of 3 horsepower, its stroke being 31/4 and its bore 234 inches. The most radical departure in the new motor is, however, the elimination of the countershaft, which thereby renders a short chain unnecessary. Instead there is employed a pinion gear contained within the base of the motor itself. It comprises a pinion gear attached to the main shaft of the motor which engages with a large internal gear cut on the inner face of a large disc, the latter having a center to which the sprocket is attached. Both ball and roller bearings are employed.

In the exhibit of J. Harry Sager, Rochester, N. Y., is also a novelty—a Sager spring fork, fitted with a simple but ingenious bracket, fitting beneath the fork crown, which permits the Sager to be applied to Indian motorcycles.



## "America's Best"

# The 1908 Line of R=S MOTORCYCLES



New York Automobile Shows

GRAND CENTRAL PALACE, October 24-31, Gallery Floor, Space "D."

AND

MADISON SQUARE GARDEN, November 2-9, Space No. 244, Basement.



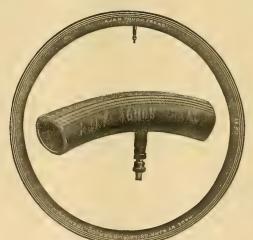
We cordially invite our patrons and interested parties to inspect our exhibit

Reading Standard Company

Reading, Pa., U. S. A.



## The Dealer or the Rider



who has not made the acquaintance of

Ajax Tires

has "something coming to him." If he is wise he will seek an introduction. For nowhere will he find a better friend than the Ajax.

Ajax-Grieb Rubber Company, 57th Street and New York City

Factories: TRENTON, N. J.



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ATChange of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

ATMembers of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, OCTOBER 26, 1907.

The Madison Square Garden Show Numbers of the Bicycling World and Motorcycle Review will bear dates November 2d and 9th. Our booth at that exhibition will be No. 238, and all motorcyclists, in or out of the trade, are invited to make it their headquarters. Mail forwarded in our care will be cheerfully received and delivered, appointments will be booked or arranged and all other possible courtesies extended.

#### Promotion of Pleasure Cycling.

If each of the big universities and colleges possessed but one student who would do as Mr. Stephen D. Rich has done at Harvard, i. e., organize a cycling club, it would be cause for rejoicing. The mere news that a club has been formed at such an institution is good news that will prove in the nature of a fillip. Mr. Rich's suggestion, printed in another column, that it is for dealers everywhere to take the lead in the organization and maintenance of pleasure clubs lends point to what the Bicycling World has said many times on the same subject.

In the early youth of cycling, dealers, consciously or unconsciously, appreciated the fact and supplied the necessary vigor; they were in the forefront of such movements and played their full parts, but of late years, when such displays of energy and interest would have proven ever more fruitful, they either have kept their hands folded or complained of "lack of time" or "poor business." It is true that a very few dealers have retained some club spirit and been active in club life, but almost without exception racing, not pleasure, has been the chief, if not the sole aim of such organizations. It does seem about time that the fact dawned on them that the promotion of the pleasure side of cycling is likely to prove of even more benefit than the sports side of it.

#### The Wrong Idea of Touring.

The Iowa cyclist, who, in another column, describes what may have been an interesting tour through Nebraska and the Dakotas, may be cited as a fair example of the rider who misconceives the meaning of the word "tour."

The idea of loading oneself with a miniature repair shop, of changing sprockets en route, of traveling 90 miles per day, and of decrying coaster brakes because they may induce a disposition to loaf—such ideas or practices are foreign to the real spirit of touring. A tour should be one grand, care-free, enjoyable loaf. The real tourist is not looking for hard work, and is not squeamish about "footing it" up a steep hill; a short walk rather lends spice and variety to the outing. He does not keep his eyes glued on either his watch or his cyclometer. It is a matter of utter indifference to him how long is the time taken to cover the distance between Podunk and Squeedunk, and if the real tourist rode 90 miles in a day at least one-third of the distance would be on a railroad train to avoid bad roads. The man who pedals 90 miles a day is not touring; he is scorching or "plugging." The pity is that so many cyclists do not know the difference.

#### Commercial Use of Cycles.

The general use made of bicycles and carrier tricycles by shop keepers, both great and small, which so impressed Mr. W. F. McGuire during his recent visit to England, is a never failing source of wonderment to every other American who visits the "tight little isle." Not even in the height of the boom in this country did the use of bicycles for such purposes attain proportions that

were even mildly comparable with it. It is a field which the American dealer has left absolutely untouched. It does not alter the fact, however, that there are few "butchers and bakers and candlestick makers" who could not profitably make use of a bicycle delivery service, and it is fair to say that some of them would do so were the matter but properly presented to them.

#### Where Bicycles Should be Numerous.

What obviously is a magnified hoax has attained considerable currency in the public prints during the past week or two, i. e., that hundreds or thousands of the government officials and employees in Washington were contemplating using roller skates as a means of going to and from their daily labor. That anything of the sort is likely to come to pass is too remote for belief, but the circulation of the hoax will serve to cause remark that so comparatively few of those in the Federal service at the capital make use of the bicycle for such purpose. Washington being a city of asphalted streets, it easily should be the best bicycle town in the United States. Given such favorable conditions, it is difficult to understand how wage-workers in Washington or anywhere else should prefer street cars to bicycles. It is suggestive of a national disposition to avoid anything that savors of muscular exertion, even when economy and physical betterment would result.

The motorcyclists of Great Britain finally have held a meeting and made a move toward the formation of a national organization of their own. The wonder is that they so long have been content to be the tail of the automobile dog. The very name which the dog attached to its appendage, Auto-Cycle Club, is in itself a reflection and one so obsolete as to suggest mothballs and prehistoric history.

To prove that he is qualified for his office and that he is keenly interested in the up-building of cycling, the secretary of the L. A. W. actually publishes a recommendation of an automobile journal as "a first class proposition for wheelmen"! He conducts a subscription agency "on the side" and the automobile periodical gives about the largest commission on his list.

"Enclosed is my renewal fee for the Bicycling World. Don't see how we could keep posted without that good old standby."—P. L. Abel, El Paso, Tex.

#### CORRESPONDENCE

Harvard Students Who Foster Cycling.

Editor of the Bicycling World:

In your issued dated October 12, a certain Mr. Lang of St. Louis, roasts us Easterners for being tenderfeet. In the next issue, Mr. Wilson, of New York, says that people do not realize the pleasure of a bicycle trip. I think that neither of these gentlemen has struck the true reason why bicycling does not increase. So far as I can see, it is due chiefly to the lack of clubs that this is true.

No doubt some one will say that we have clubs, such as the Edgecombes, Tigers and C. R. C. A. But these are racing men's clubs. There exist practically no clubs for the men and women who like pleasure rides of, say, thirty miles Sunday afternoons, or longer all-day runs, at a good medium speed. The only one in the East that I know of is in Boston, and somewhat moribund. I am a New Yorker now at Harvard, and when at home I never heard of any such club within the last five years.

This need is most pressing, for there is very little pleasure in riding alone. It seems to me that a good way to do is to have some dealer in each town start the club by sending cards requesting a meeting to all his customers for the last eight years. In a large city the easiest way is getting a letter requesting the meeting into some newspaper.

Here at Harvard we have solved the question in an easy way. One rider who had met two others in friends' rooms, and who noticed that many used bicycles to go about the college yard, inserted a notice requesting the meeting in our college paper, for we have a column for notices of that sort. Six, among them myself, turned up. Our first run was on Sunday, October 12. Only two came out for it. We went about twenty miles, over Prospect Hill at Waltham. Our next run was on Saturday, October 18. It was a moonlight trip among the Newtons. Five came for that. Our run for next Sunday, to Lexington, will probably be a grand success, as we expect about twelve to turn up.

As yet no permanent organization has been formed, as there are too few of us, but we have regular meetings to decide runs.

I think this experience of ours will be sufficient to show that it is not the "tenderfeet" charge or the lack of appreciation that has caused the neglect of cycling. Of course, here there are no flat roads as on Long Island, so we cannot worry about avoiding hills. The only people who ought to worry about hills are racers. If others will adopt the two speed gear, as I have done, they will find their troubles gone. Our runs are so desired that some of us whose wheels were nearly in the junk shop a month ago now have them in full com-

mission. I think that I have disposed of both the charges.

In conclusion, let me state that a good club will surely revive cycling almost anywhere, as it is merely lack of company that holds many from taking up the wheel again.

STEPHEN G. RICH,

Secretary pro tem. Harvard Bicycling Club.

#### Some Causes of Motor Trouble.

Editor of the Bicycling World:

I have a Thor motor that I am having trouble with. The engine does not run steadily; it will go a short distance and then slow down and again pick up speed without movement of the spark lever; also if it runs one mile at a high rate of speed it will stop altogether and will not run until it is cooled. I thought I was getting too much gas and had the spray plug closed and then opened it up gradually, but without benefit. The motor has been overhauled and thoroughly cleaned and I have used different kinds of lubricating oil. A motor bicycle builder had it on the track to-day but could not locate the trouble. Inquiry to Racycle people brought the suggestion that my oil was too thin. Inquiry to Reading Standard Co. brought advice that mixture was too rich and to clean off piston head. Inquiry to Indian people-muffler stopped up. Do you know of any other receipt I can try?

#### W. L. WILKINSON.

The symptoms unmistakably are those of an "expiring" battery, a loose electrical connection, or an obstruction in the feed pipe. If overheating was the cause, it readily would be made known by the "sticking" or "seizing" of the piston which would be plainly felt in attempting to "turn over" the engine. The fact that the motor will operate after it is cooled, may be due to the recovery of the weak battery during the period of rest. That the spark may appear strong when tested in the open air is no evidence that it is of service when under compression. Test the battery with an ammeter and if it registers less than 5 amperes, get new cells. After making sure that the gasolene tank is clean and in testing for an obstruction in the feed pipe, take nothing for granted. A dead fly in the pipe which escaped several probings and blowings was responsible for one of the most aggravated troubles on record. Try a new spark plug and see that the contact points of the commutator are not too close together-not by twiddling the blade with the finger but on a stand. If in the overhauling, a new exhaust valve was supplied, the stoppage possibly may be due to the lengthening of the stem by the heat expansion, which would serve to hold the valve

#### Complaint of the Street Sweeper.

"The street-sweeper will get 'em if you don't watch out," is the admonition of the head street sweeper in Richmond, Ind. He complains that bicycle riders carelessly set

#### COMING EVENTS

October 27, Bedford Rest, Brooklyn, N. Y.—New York Division, C. R. C. A.'s annual 100 miles record run; open.

November 3, Philadelphia, Pa.—Stroud Wheelmen's 10 miles national amateur road championship; open.

November 2-9, New York City—Automobile and Motorcycle Show in Madison Square Garden.

November 11-16, Boston, Mass.—6-days professional bicycle race.

November 28, New York City—Tiger Wheelmen's 25-mile Thanksgiving handicap; open.

December 9-14, New York City, N. Y.— Fifteenth annual international six days' professional bicycle race at Madison Square Garden.

their mounts against the curb and leave them there for some time. When he comes along with the street sweeper he is compelled to stop every few yards and set tside a bicycle that is in the way. Becoming tired of this every night in the week he states he is going to let the sweeper brush them into the streets if riders continue to set them against curbs.

#### Preservation of Rubber Belts.

A good tip for the preservation of rubber belts or those which are rubber faced, is to treat them with tire cement solution whenever they begin to show signs of cracking, or when the surface wears enough to expose the fabric base. By this means the life and elasticity of the outer coating is kept up far beyond its normal limit, which results in affording continued and thorough protection of the material which forms the core.

#### Road Championships for Philadelphia.

The ten miles national road championship has been allotted to the Stroud Wheelmen, of Philadelphia, who will hold the race at Barrington, N. J., November 3d. The race will be run in six trial heats, three qualifying in each for the three semi-final heats, in which two will qualify ni each for the final heat. Besides the National Cycling Association championship medals the Strouds are offering a large list of merchandise prizes.

#### Keep the Oil Can Spout Covered.

No one can predict just how much harm one little grain of sand in the spout of an oil can may bo, but at all events it is a safe assumption that it never can do any material good to the bearing into which it is thrust. It is a wise plan because of this uncertainty always to keep the spout covered when the can is reposing in the tool bag or in the rider's pocket.

#### **RUMPUS MARS CHICAGO HILL-CLIMB**

Trade Rivalry Makes It a Disagreeable Affair—Huyck Wins Everything and Then is Charged with Professionalism.

Chicago, Oct. 21.—Green-eyed jealousy—trade jealously—practically made a mess of the Chicago Motorcycle Club's open hill-climbing contest on Phillips hill at Algonquin on Saturday last, 19th inst. Two or three of the club's officers are engaged in the trade and apparently their business instincts got the better of their sportsmanship and club spirit.

They began to kick early and they kicked often, and these kicks with the counter kicks, made miserable the life of the referee, Dr. S. W. Fahrney, who is president of the club, and who was for peace and harmony and for fair play first of all; and who could not be accused of riding the brand of motorcycle which was at the bottom of all the trouble. This was fortunate for the doctor, when it is recalled how many hotheaded young men who have voiced the libel that a referee will stoop so low as to be influenced in his decision by partisanship for the particular brand of machine he may happen to ride. Dr. Fahrney, by the way, became the storm center quite against his will, the gentleman who originally had been selected for the refereeship failing to ap-

The competition itself was made up of three events—one for machines not exceeding 20.10 cubic inches, cylinder capacity; one for those not exceeding 30.50 cubic inches, and one free for all; in each event the competitors were required to make two ascents, one with a flying start, the other from a standstill, the total time to decide the respective winners.

The result of the competition is told in a very few words. Fred Huyck won everything. He rode a single Indian in the limited events, and a twin Indian in the open. Huyck did not own the machines, however; they were loaned to him by Charles Van Sickle, who also rode them, and who loaned

them in turn to J. A. Turner and to W. L. Walsh. The fact that the four men were to use the same machines was known before the contest started and caused the first howl. Some of the other entrants let it be known that if this was permitted, they would not compete. The referee was anxious to avoid friction and called together the club's race committee, which sought to effect a compromise. The committee proposed that the four men ride different machines in the first event and any machine in the other two. The quartet, however "had their mad up," and refused to agree to the suggestion. They said they would stand by the entry blank, which laid down such condition. As no specific machine was called for, it gave the quartet ground for their stand, and finally, they carried their point and took turns in riding the same machine; in the first event, all of the other entrants stood down. Save for some grumbling, the first and the second events were run peaceably, although Huyck's double victory did not add to the general good

There was some feeling against him on another score. Previously he always had ridden a Harley-Davidson, but like too many young men who happen to figure prominently in a contest or two, he was possessed of the idea that simply because of the fact, the manufacturers should have repaired or tuned up his machine free of cost. When, not unnaturally, they declined to do so, he got mad and his use of an Indian was his way of "getting even."

In the free-for-all, flying start, his two cylinder machine began to skip and failed to such an extent that he had to pedal across the finishing line. His time was 1:07. One of the officials at the top of the hill in looking over the machine, found quite by accident that a match had been stuck in the vent of the gasolene cap, thereby making the flow of fuel erratic. A protest followed and the referee with the idea of fair play in mind, gave Huyck another trial, when he made the ascent in 36% seconds, which added to his time, with the standing start, gave him first place.

The mystery of the match in the vent has given rise to two stories. One asserts that

Tri-day --

Total

it was placed there with malicious intent; the other declares it was inserted by the Indian riders themselves in order to prevent the gasolene from splashing in their faces. At any rate the whole contest was a disagreeable and unsatisfactory affair. It did not end any too soon, but even after it was over, it is said that some one purposely gave to the daily papers a wrong report of Huyck's time in the free for all.

The official summary is shown by the subjoined table.

The bitterness that marked the Chicago Motorcycle Club's hill climbing contest evidently has not dissipated, two formal protests, accompanied by the necessary fees, having reached Chairman Douglas, of the F. A. M. competition committee, in New York. One charges Charles Van Sickle with being a professional in that he rode at an unsanctioned meet, which is a rather remarkable basis for such a complaint, while the other charges Fred Huyck with professionalism and alleges that he was paid for competing.

#### C. R. C. of A. May Abandon Racing.

Road racing will be something which the Century Road Club of America will avoid if the efforts of Alfred H. Seelev, Fred E. Mommer and several others meet with success. There is a movement on foot to get the national body to pass a resolution prohibiting the promotion of races of any sort by the divisions of the organization, and instead to confine their efforts to the promotion and stimulation of century riding and touring. There are many who will welcome the latter condition of affairs if it can be brought about, and who believe that the interests of the club will be best served if it encourages touring. Seeley, who is a tourist of the right sort, and who makes an annual tour abroad, is particularly anxious to have the Century Road Club of America fill the void in cycling which undeniably exists

#### Motorcyclist Upsets a Horse.

It is not often that one reads of a motor-cyclist running into a horse, or even a dog or chicken without getting the worst of the encounter, but this is what happened in Buffalo last Saturday night. A motor-cycle ridden by a man with an unpronounceable name came down Perry street at a speed faster than the law allows, and ran full tilt into a horse being driven by W. P. Greiner. A most unusual thing happened. The horse was knocked off its feet, overturning the wagon, injuring the driver, and though the motorcycle was smashed, the rider of it escaped without a scratch.

#### Taylor to Race in Australia?

According to advices from abroad "Major" Taylor, despite his announced retirement and his expressed wish to be let alone, may race in Australia. The European advices say that the offer from the Antipodes is almost too tempting to be resisted.

		Flying.	Standing.	11me.
1	Fred Huyck Indian	0:37	0:452/5	1:222/5
ż	C. W. Van SickleIndian		0:52	1:32
			0:53	1:35
	J. A. Turner Indian			
4	W. L. WalshIndian		Pedaled	4 00
1	Fred HuyckIndian	0:361/5	0:434/5	1:20
	Not Exceeding 30.50	Cubic In	ches.	
1	Walter DavidsonHarley-Davidson	0:374/5	0:463/5	1:242/5
	W. L. WalshIndian		0:483/5	1:263/5
4	C. W. Van SickleIndian		0:591/2	1:35 7-10
				1:53
5	Jos. Di SalvoArmac		1:03	_ 15
6	R. G. Gito	1:01	1:14	2:15
	Free-for-All.			
1	Fred Huyck Indian	0:36%	0:44	1:20%
2	C. W. Van SickleIndian		0:48	1:22
3	Geo W. LyonsSimplex-Peugeot		0:47	1:232/5
4	Walter Davidson Harley-Davidson		0:47	1:243/5
7			0:49	1:26
2	G. Lacy CrolinsHarley-Davidson			
6	J. A. TurnerIndian		0:50	1:283/5
7	W. L. WalshIndian	0:39	0:53	1:32

# It's Up To You N

to take on a line of bicycles that will sell if you want your business to greestablished reputation will undoubtedly be the one that will sell in the future bicycle riders. The history of The Racycle has been a continuous recontinued to grow in popular favor, and during the season just ended of previous year. This remarkable showing is a fair indication of the ever income.

# THE R

We are going to show an increase in 1908 of at least 75 per cent. over sensation. An advertising campaign will be carried on that will make the will be done that sells Racycles and that means that our agents will sell have more to say about Racycles than other manufacturers have to tel You can find out all about what we propose to do next year for the cothat we have adopted to make the season of 1908 the greatest and most stours and we look after their welfare as carefully as we do our own. We have your share in this if you want it. This is your opportunity to

# It's Up To You N

## The Miami Cycle & Mfg. Comp

## Bicycle Dealer

t's fair to presume that the bicycle that has sold in the past and has an will be the one that is the most popular and in the greatest demand by uccess. Even when the bicycle business was at its worst, The RACYCLE ne of business showed an extraordinary increase of 64 per cent. over the demand for the highest grade wheel in the world

## CYCLE

son. Changes in construction have been brought about that will create a and its crank construction familiar to everyone. The kind of advertising or we transact our business entirely through exclusive agencies. 

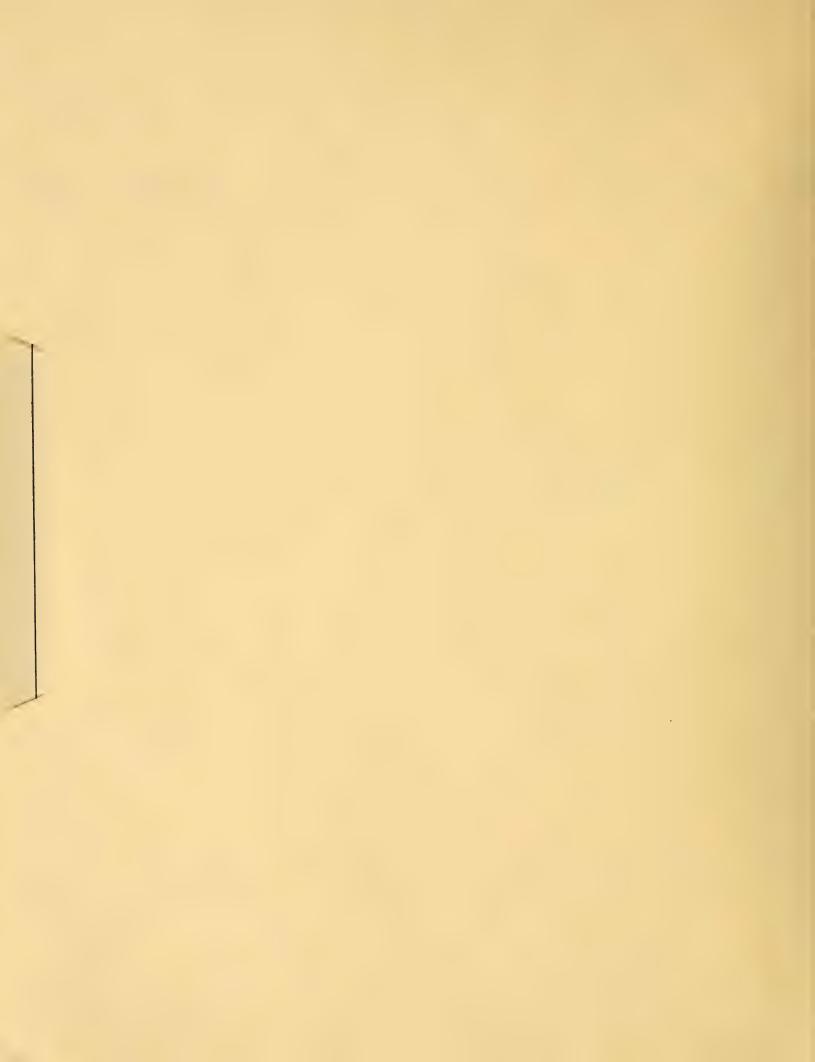
We their wheels and we will say it in a way that will make people buy. one-cent postal card. Write us and we will tell you all about the plans l year that either our agents or we ever had. 

Our agents' interests are the agency for the most popular bicycle on the American market and

## Bicycle Dealer

(Pacific Coast Representative SACRAMENTO, CALIF.)

Middletown, Ohio



# It's Up To You Mr. Bicycle Dealer

to take on a line of bicycles that will sell if you want your business to grov. It's fair to presume that the bicycle that has sold in the past and has an established reputation will undoubtedly be the one that will sell in the future and will be the one that is the most popular and in the greatest demand by established reputation will undoubted, be established reputation will undoubted, be established reputation will undoubted, by bicycle riders. The history of The Racycle has been a continuous runof success. Even when the bicycle business was at its worst, The Racycle continued to grow in popular favor, and during the season just ended our rolume of business showed an extraordinary increase of 64 per cent. over the previous year. This remarkable showing is a fair indication of the ever increasing demand for the highest grade wheel in the world

# THE RACYCLE

We are going to show an increase in 1908 of at least 75 per cent. over la season. Changes in construction have been brought about that will create a sensation. An advertising campaign will be carried on that will make the Rycle and its crank construction familiar to everyone. The kind of advertising will be done that sells Racycles and that means that our agents will sell tim, for we transact our business entirely through exclusive agencies. 

We have more to say about Racycles than other manufacturers have to tell pout their wheels and we will say it in a way that will make people buy. You can find out all about what we propose to do next year for the cospf a one-cent postal card. Write us and we will tell you all about the plans ours and we look after their welfare as carefully as we do our own. We nke it profitable to them to sell Racycles and it pays us to do it. I You can have your share in this if you want it. This is your opportunity to sere the agency for the most popular bicycle on the American market and

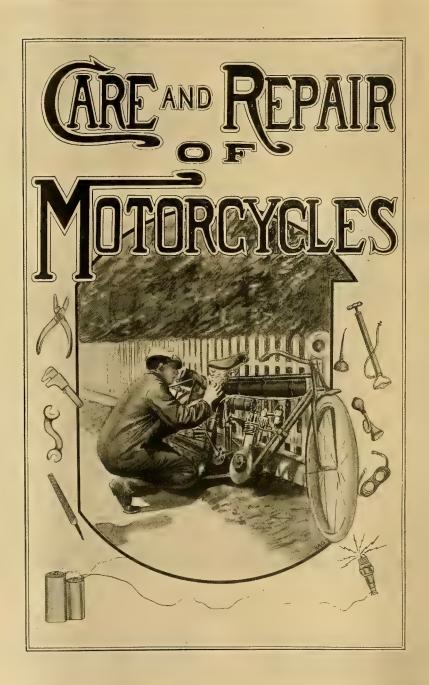
## It's Up To You M. Bicycle Dealer

The Miami Cycle & Mfg. Compny,

Middletown, Ohio

## In Preparation

Ready about December 15



Price 25
Cents

Price 25
Cents

The Bicycling World Company

154 Nassau Street, New York

#### **HUGH MacLEAN HOME FROM EUROPE**

What He Says of Some of the Foreign Riders-His Budget of Gossip About Americans Abroad.

Hugh MacLean, champion pace follower of America, got into New York City Thursday night from Europe, arriving on the White Star liner Majestic. MacLean looked hale and hearty despite the rough passage of the boat. He said the trip was unusually rough and that at one time most of the passengers were saying their prayers and sleeping with life preservers on their bunks. MacLean remained in New York City over night and left for Boston Friday afternoon, where he will begin training for the forthcoming Boston six day's race. The American champion brought back a budget of news, most important of which is that Nat Butler and Darragon are coming to America soon and will ride in paced races at Boston, and that several foreigners will be seen in the grind at the Hub.

"Yes, I had a very profitable trip, although I was in France only a short time," replied MacLean to the Bicycling World man's inquiry. "I did not leave America until I had won the American paced championship, and I arrived in Paris early in September, riding my first race at the Buffalo Velodrome on September 19th, against Simar and Elmer Collins, who went abroad with me. It was a 25- kilometre affair and I finished in front of Simar, who is reckoned as one of the most dangerous men over there, not counting Darragon.

"And say, let me tell you, old man," continued the champion, "this fellow Darragon is the best bicycle rider in the world. Most all the other foreigners that have come over here have turned out to be 'lemons,' but this Darragon will make good. I have secured him to ride a paced race against me at Boston on Thanksgiving Day, and I think he will stay in America all winter, as he is going to ride in the six day

race in New York.

"Petit-Breton and Walter Rutt want to come over early and ride in the Boston race, and I am going to see my brother to-morrow and cable them an offer. It is almost sure they will be here, and I am making plans to ride with Rutt in the Boston race. Vanoni wants to come also and he will probably ride with Breton. Rutt has been riding like a streak of lightning this year and he will be the most dangerous proposition in a ten hour a day six day race.

"Nat Butler is coming back to America and he ought to be here this week, as he was to ride in Germany last Sunday and was going to leave on the first Hamburg boat sailing. Butler has made good money since he has been in Germany and the game is getting too dangerous there for a family man to risk his life in every race. I have signed Nat to ride in Boston Thanksgiving Day. The public is to blame for all the casualties that have taken place. The riders and promoters don't want to race behind locomotives at a mile a minute clip, but as soon as they cut the pace down or substitute smaller machines, the attendance is cut down so a loss results.

"It was hard for me to win in Paris, because I was at a disadvantage in not having a good pacemaker. You see I went over late and all the good machines were signed up, and they dare not break a contract in Europe, so I had to take what was left, which usually was the worst machine. Then I was handicapped by not being able to speak French. Could not talk to my pacemaker, except to tell him to go faster or slow, and my one word was usually ac-



HUGH MACLEAN

companied by a jerk that either caused me to go all out trying to hang on or back pedaling to keep from running into the machine.

"I rode in five races and finished first in one, third in two and second in two. I had the satisfaction of making Darragon ride his legs off last Sunday, the 13th, to beat me. It was a 50 mile race and Darragon, Simar, Contenet, Wills and I started. Simar was leading when his motor failed and after that Darragon took the lead, beating me by four laps. I did not have as good pace as I wished, and I kept yelling "allez!" to my pacemaker, but he couldn't make the machine go any faster. Simar was third and Contenet fourth. The time was 1 hour 6 minutes 164/5 seconds, which is pretty fast going without wind shields."

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.

#### INDOOR RACING AT SAN FRANCISCO

Big Crowd at Two Good Meets-Qualifying Heats in State One-Mile Championship Among the Events.

Numerous falls marred what would have been an interesting race meet held at the Coliseum rink, San Francisco, Wednesday night of last week, 16th inst. The meet was promoted by the California Associated Cyclists and is one of a series to be held on the flat floor pending the erection of the new saucer track to be built in the Pavilion skating rink, that city. The first heat of a California championship, a three mile handicap, a half mile open, and a match pursuit kept a large crowd excited.

The feature was the first heat of the mile championship, which was won after an exciting sprint by W. Bellezer of the New Century Wheelmen. V. Doyle, Central City Wheelmen, was second, and Percy Lawrence, Bay City Wheelmen, third.

A bad spill marred the half mile open. Four men were in the race and when rounding the turn into the second lap, A. Halstead fell, J. Coughlan and W. Penaluma, close behind riding over him. Penaluma was unconscious for a time, but revived after being taken to the dressing room. George Lee, who was leading at the time, escaped the mixup and was awarded the

Fred Diver, N. C. W., rode a splendid race in the three mile handicap. Starting from scratch Diver overhauled the field rapidly and won by a lap from the limit man, Schow, on 90 yards. Bellezer and Diver met in mile pursuit, which the latter won in 2:15%. The summaries:

First heat, one mile championship-Won by W. Bellezer, N. C. W.; second, V. Doyle. C. C. W.; third, Percy Lawrence, B. C. W. Time, 2:332/5.

One-half mile open-Won by George Lee, C. C. W. Time, 1:30. Other riders

Three mile handicap-Won by Fred Diver, N. C. W. (scratch); second, J. Schou, C. C. W. (90); third, Percy Lawrence, B. C. W. (40) Time, 7:40.

One mile match pursuit-Won by Fred Diver, N. C. W.; second, W. Bellezer, N. C. W. Times, 2:14% and 2:15...

Interest in the inter-club bicycle races in the flat floor of the Coliseum rink at San Francisco last Saturday night, 19th inst., was divided between exciting finishes and about eight thrilling spills which fortunately did not maim for life any of the young riders. Four races and a total of 27 contestants representing the Bay City Wheelmen, Golden City Wheelmen, Central City Wheelmen and New Century Wheelmen furnished the excitement.

The half mile open furnished four and one-half clinging sweeps of the floor. W. Bellezer of the New Centuries, won by a length in 1:20, after setting the pace all the way. Jerry Coughlan was second. In the second heat of the mile championship, the initial heat having been decided on Wednesday night, Fred Diver made a clean sweep and won in 2:28, by about 200 feet. There was a scramble to qualify and D. Lee won from Schou. F. Ferrichs won the two mile handicap, from 90 yards, after n.ost of the fastest riders were strewn along the floor. The three mile relay pursuit was a grand slam from start to finish, several riders brushing the floor each lap. At the finish only two riders were left on the track, a New Century man winning for his club. The summaries:

Half mile open—Won by W. Bellezer, N. C. W.; second, Jerry Coughlan, G. C. W.; third, J. Sullivan, B. C. W. Time, 1:20. Second heat, one mile championship—Won by Fred Diver, N. C. W.; second, D. Lee, C. C. W.; third, N. Schou, G. C. W. Time, 2:28.

Two mile handicap—Won by F. Ferrichs, C. C. W. (90); second, A. MacDonald, C. C. W. (100); third, P. Lawrence, B. C. W. (10). Time, 5:04.

Inter-club relay pursuit, three miles— Won by New Century Wheelmen; second, Central City Wheelmen. Time, 7:55.

#### Lost an Ear Temporarily.

A peculiar accident, which Carthage (Miss.) surgeons think is without precedent, happened in that place last week when Elgin Trumbo, a 20-year-old rider, had his left ear cut off in a bicycle accident. Trumbo was racing with some companions down a hill, when he lost control of his bicycle and fell. He struck a rock which cut his left ear entirely off, besides sustaining other minor injuries. The injured rider was brought to Carthage, a surgeon sewed the ear back into place, and it is expected that it will grow back into position and show but faint trace of the accident.

#### Iver Lawson to Settle in Utah.

Former World's Champion Iver Lawson intends to settle in Salt Lake City. Lawson has made "piles" of money in the racing game and has saved some of it. Since his marriage last summer he has thought seriously of settling down, and he has just started to build a home at Seventh East and Ninth South streets, Salt Lake City. Lawson has announced that he will go into some permanent business in Salt Lake City but that he will come east in a few weeks with a view of riding in a series of match races at Madison Square Garden, New York City, during the week of the six day race.

#### Vogel Captures Five-Mile Race.

John Vogel won the five mile open motorcycle race at the annual meet of the Kansas City Automobile Club at Elm Ridge track, Kansas City, Saturday, 19th inst. A crowd numbering 6,500 was present. Albert Hanson finished a close second and Walter Lindell was third. Time, 6:10.

#### Segal First in Record Run.

S. Segal, riding with 40 minutes' handicap won the 100 miles record run held by the Long Island Division of the Century Road Club Association over the Merrick Road last Sunday, 20th inst. Segal covered the distance in 5 hours 58 minutes 26 seconds, and beat J. S. Schuster, who started from the same mark, by half a length at the tape.

J. B. Hawkins, J. E. Fee and Isaac Lewin were virtually the scratch men, starting from 15 minutes, and they made inroads on the long markers. Hawkins who won the sprint, finished fourth, with Fee fifth, and Lewin next. Hawkins' time was 6:00:281/5. The smmary:

	Hdcp.	Time.
Pos. Rider.	H. M.	H. M. S.
1 S. Segal	0:40	5:58:26
2 J. S. Schuster	0:40	5:58:261/5
3 J. B. Bell		6:11:30
4 J. B. Hawkins		6:00:281/5
5 J. E. Fee		6:00:282/5
6 Isaac Lewin		6:00:283/5
7 F. White		6:45:284/5
8 D. Gordon		7:07:25
9 Jul. Schafer		8:16:20
10 G. Frey		8:16:201/5
11 F. Bennett		8:07:30
12 R. Kelley		8:07:31
13 J. Rosen		8:07:32

#### Vanderstuyft Coming Over Again.

Arthur Vanderstuyft, the Belgian who has been a familiar figure in six day races for some years is, without a peer in the racing fraternity for perseverance. Last year, it will be remembered Vanderstuyft was overlooked when the foreign riders were signed for the big grind. Nothing daunted Vanderstuft packed his belongings and came to America on the bare chance of getting a place in the race. That he succeeded is history. This year the popular Belgian was again skipped when the foreign slate was made, but Vanderstuyft does not intend to let a little slight like that worry him. He is making preparations to sail for New York and will bring his younger brother. Leon, with him, to team in the six day race if P. T. Powers will allow them to ride. After such a journey as that it is not thought the six day race promoter will refuse to recognize Vanderstuyft's pluck.

#### Bedell Brothers Return to America.

The Bedell brothers—Menus and John—arrived in New York City Friday of last week, after a season in Europe. Menus rode principally in Germany in paced races where he was very successful, while John tried both sprint and paced races with indifferent success. They went to their home in Newark and will begin training for the six day races, riding as a team in both the Boston and New York races.

#### Date for Opening of New Saucer.

November 5 has been set for the opening of the new indoor bicycle track at San Francisco, work having already started on the saucer. A piece of ground 175 feet square was leased in San Jose, last week and a saucer track will be built there as well

as an eight lap track at Idora Park, Oakland. The California Associated Cyclists are interested financially in the venture and will manage the meets on all three tracks. According to California advices it is planned to secure several crack Eastern amateurs and professionals, while the Salt Lake City bunch of professionals is expected to go to the coast.

#### Penn Wheelmen Nominate Officers.

The Penn Wheelmen, of Reading, Pa., held its quarterly meeting last week and nominated the following for election at its annual meeting in January: President, Oliver M. Wolff; vice-president, Miller M. Deem; recording secretary, Daniel F. Yost; financial secretary, W. W. Copp; treasurer, William G. Rees; captain, Charles Law, Walter Homan, John Eiche and Wayne Leininger; color-bearer, Arthur Glass Moyer, George Weitzel and John Snyder. The board of directors, consisting of the officers and five additional men, will be elected from the following nominations: New Mark, A. J. Geiger, Frank Ermentrout, Bohlke Luerssen, John Eiche, Frank Carter, Charles Law, John Fry, Walter Loose, William Scull, Arthur Lerch, Edward Fidler, Robert Buldin, Robert Gehre: and Walter Ludwig.

#### "Winnie" O'Connor to Resume Cycling.

Winfield Scott O'Connor, better known as "Winnie," who was famous as a jockey some years ago and also as a trick rider, is going to race for a living. O'Connor cabled the National Cycling Association this week for a professional license, stating that he is going to ride as a professional in Paris this winter. Chairman Kelsey wired back his number, which is "50." O'Connor has had a varied career and as he has been training and riding all summer in Europe he should make good at pace following, which he will take up. He has a large following who are anxious to see him make good. O'Connor has a beautiful home at Chantilly, where he entertains lavishly all his American friends who happen to be in Paris.

#### Stol Said to be Riding Well.

Johann Stol, Holland's champion sprinter, who will team with Walter Rutt in the New York six day race, is riding better than ever, according to reports from abroad. At Brunswick, Germany, on Sunday, 13th inst., Stol finished first in both heats of the annual Gold Wheel of Brunswick, beating Gombault and Ryser. He won the Prix du Souvenir, a sprint race, at the same meet.

#### Paris to Have Seven Day Race.

Paris is going New York one better in long distance races. For fifteen years the annual six day race in Madison Square Garden has been recognized as the longest continuous bicycle race in the world, but it will lose its prestige this winter. Paris is to have a seven day race on the Velodrome D'Hiver.

#### MALLON A SIX TIME WINNER

He Captures Two Cop Championships at the Police Motorcycle Meet—Howe and McDonald Also Champions.

Sergeant Benjamin Mallon of the Central Office Squad, Borough of Manhattan, captured the lion's share of the honors at the motorcycle copfest held at Empire track, Yonkers, N. Y., last Saturday afternoon, 19th inst. Mallon won six of the thirteen races held. When Police Commissioner Bingham some time ago announced that cops could have a chance to try out their speed and skill there was a scurry around to borrow fast machines from dealers or any one else who possessed them. Mallon, who rode a double Indian in the handicap, and a 3 horsepower Indian in the other events; Thomas McDonald, also on a 3 horsepower Indian, and Luke Grace, who got a 3 horsepower R-S, were successful, both in procuring mounts and in riding rings around some others of the cops who had to use the machines they use in every day duty around the boroughs.

The best race of the meet was the two mile handicap, in which nine riders started. Most of the contestants were given 20 seconds lead over Mallon, and when he got the signal the leaders were a quarter mile away. Mallon crouched low over his handle bars and went after them at a lively clip, overhauling five before the mile post was passed. In the next quarter Mallon tagged two of the three leaders and then went after Sergeant Casey of Manhattan borough, who was beating up the back stretch in a cloud of dust. Mallon tagged his man at the last half mile and the spectators conceded the race to him, but they reckoned without Casey, for the latter came back with a sprint and passed Mallon. After that it was nip and tuck to the gun, and Mallon, being the lighter and having a better racing position, beat Casey to the tape by a length. The time was fast-2 minutes 292/5 seconds.

There was some dispute before the five mile handicap, in which the same number of cops entered, but it finally was started after Mallon agreed to start 50 seconds after the first man was shoved off. Mallon made another sweep and passed McDonald in the home stretch, winning by five seconds in the fast time of 6:43½.

After winning the mile championship of Manhattan—that is, the police championship—from Casey and Frank Rickert, the former sprinter and champion of the Amateur Athletic Union, who now is on the force, Mallon won the championship of Greater New York, McDonald and Casey running, respectively, second and third. The one mile race from a standing start proved easy picking for him, as did the two mile championship of Manhattan.

Anthony Howe, who starred at the last

race meet the cops had, finished first in the mile championship of the Borough of the Bronx and Richmond, and also the one mile event for policemen from these boroughs, in which latter they had to stand alongside their machines with the switch plug in hand until the signal to start was given. Howe also "copped" the two mile championship of these two boroughs,

Thomas Howe proved to be the speediest in the races limited to men from the boroughs of Brooklyn and Queens, finishing first in the mile championship and the two mile championship. Luke Grace, runner-up in the championships, finished first in the obstacle race. The summaries:

One mile championship for Borough of Bronx and Richmond—Won by Anthony Howe (Indian); second, John Dillon; third, James Nerney. Time, 1:41%.

One mile championship Borough of Manhattan—Won by Benjamin Mallon (Indian); second, Eugene Casey (Indian); third, Frank Rickert. Time, 1:24%.

One mile championship Boroughs of Brooklyn and Queens—Won by Thomas McDonald (Indian); second, Luke Grace (R-S); third, George Shepard. Time, 1:33.

One mile championship Greater New York—Won by Benjamin Mallon, Manhattan (Indian); second, Thomas McDonald, Brooklyn (Indian); third, Eugene Casey, Manhattan (Indian). Time, 1:23.

One mile open for Manhattan policemen, contestants to stand alongside machines, with switch plug in hands before signal is given—Won by Ben'amin Mallon (Indian); second, Eugene Casey (Indian); third, Frank Rockert. Time, 1:40.

One mile open for Bronx and Richmond policemen—Won by Anthony Howe (Indian); second, James Haggerty; third, James Nernan. Time. 1:371/5.

One mile open, for Brooklyn and Queens policemen—Won by Luke Grace (R-S); second, Geo. Shepard; third, Thomas McDonald (Indian). Time, 1:34%.

Two mile championship Manhattan borough—Won by Benjamin Mallon (Indian); second, Eugene Casey (Indian); third, Frank Rickert. Time, 2:593/5.

Two mile championship Bronx and Richmond boroughs—Won by Anthony Howe (Indian); second, James Haggerty; third, James Nernan. Time, 3:0045.

Two mile championship Brooklyn and Queens boroughs—Won by Thomas Mc-Donald (Indian); second, Luke Grace (R-S); third, George Shepard. Time, 2:523/s.

One mile novelty for Department machines only—Won by Samuel Johnson, Brooklyn; second, Eugene Casey, Manhattan (Indian); third, Luke Grace, Brooklyn (R-S). Time, 1:42.

Two mile handicap—Won by Benjamin Mallon, Indian (scratch); second. Thomas McDonald (0:05); third, Eugene Casey, Indian (0:05). Time, 2:293/5.

Five mile handicap—Won by Benjamin Mallon Indian (scratch); second, Thomas McDonald, Indian (0:50); third, Eugene Casey, Indian (0:50). Time, 6:431/5.

#### GRUPE REFUSES TO BE OUSTED

New York Official of Century Road Club

Denies President's Right to Remove

Him—Writes Scorching Letter.

Internal discussion, not unexpected, which caused the so-called National Federation of Amateur Cyclists to blow up, now threatens the peace of the Century Road Club of America, and wholly because of the connection of some of its officers with the ill-fated outlaw organization which was designed to put the National Cycling Association out of commission and which like all movements of the sort failed ignominiously.

All the trouble and ill feeling within the ranks of the Americas is centered around its president, A. G. Armstrong, who, as is well known, was instrumental in forming the outlaw organization because the National Cycling Association suspended a few of his friends, and who even was "suspended" by the "N. F. A. C." for his connection with the scandalous Coney Island cycle path race in September. It also is a matter of history how Armstrong involved the Century Road Club of America in the outlaw movement without right to do ,so, having used the name of the Americas without official action by the national officers, some of whom are registered riders in the National Cycling Association.

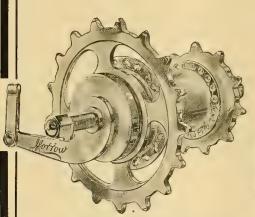
It seems that at a recent meeting of the C. R. C. of A. Armstrong boasted that he had "squared with somebody" for his suspension from the "N. F. A. C." by suspending Arthur Kinloch as State Centurion of New Jersey, according to one who was present at the meeting. Then when Ernest G. Grupe resigned from the so-termed Federation and applied for reinstatement by the National Cycling Association, Armstrong was further ruffled, so Grupe states, and suspended him (Grupe) as secretarytreasurer of the New York Division of the C. R. C. of A., charging neglect of duties and ordering him to turn over his official books and papers.

Grupe, who is a letter writer of some length, got mad and sent Armstrong a "hot" one, charging him with making false charges against him (Grupe), and refusing to recognize Armstrong's letter of suspension, until charges had been brought against him in accordance with the constitution and by-laws of the organization. Grupe also says Armstrong has a habit of making motions from the chair, in defiance of Cushing, and then suddenly requests some member to make the motion, which usually is in reference to writing some letters to himself as national president.

Grupe explains that he has not been able to attend all the meetings of the division, due to his night employment, and in his reply to Armstrong informs the latter, "I shall also take some action."

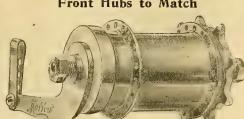
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#### TOUR COST FIVE MILLS PER MILE

Motorcyclist's Narrative of a Week's Outing in Iowa—Observations and Adventures in a 600-Mile Jaunt.

Ottumwa, Iowa, Oct. 19.—Six hundred miles on a motorcycle in one week, made recently, was the most enjoyable vacation I ever had. I started from Ottumwa one Sunday afternoon, and reached Oskaloosa, 32 miles, in 1 hour 40 minutes, stopping there for refreshments about an hour and a half. Grinnell, 35 miles, was my next stop, where I remained over night, going

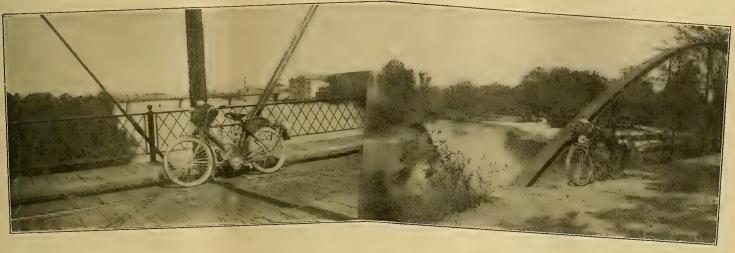
oceans of it, six to twelve inches deep. Waterloo has a population of 19,000 and boasts of nearly 300 automobiles, but there are only half a dozen or so of motorcycles, which is explained by the sand. I encountered more sand on the road to Cedar Rapids, and had to push the machine four miles; the road was a disagreeable contrast to the hard macadamized stretch I rode out of Iowa Falls upon.

From Cedar Rapids to Toledo is 105 miles, as fine a stretch of road as one would want to ride upon, though I got off it when a motorphobe purposely guided me wrong. When I discovered the "joke" after riding five miles and returned, the guide grinned. I let him go—murder is a crime I

#### **OVER 1000 BICYCLES IN LINE**

Biggest and Best Division in Baltimore's Carnival Parade—History and Myth on Mounts of Various Periods.

Baltimore had a "homecoming" and an awakening last week. The homecoming was celebrated all week, but the awakening occurred Friday night, when King Edward XXIII Hirsch, Royal Mutt, Duke of Bugs, Discount of Fun and Authorized Purveyor of the Risibles, tooted a signal on his Lallapaloosa and started the stupendous fancy dress carnival parade in motion. That,



BRIDGE APPROACH TO CEDAR RAPIDS

ONE OF IOWA'S PICTURESQUE STREAMS

to Marshalltown the next morning, where I had dinner.

I remembered Marshalltown very well from an unfortunate experience there last year, when I left my Indian with a man to keep for me a couple of weeks. When I went after it, it looked as though it had been through two endurance contests. Cost me \$75 to get it in running condition again. Naturally, the fellow sent me a check for the damage he had caused—those kind of people usually do such things. Marshalltown is a lively place and I saw about a dozen motorcycles there.

At Eldora, where I stayed the second night, the Iowa State Industrial School is located, a splendidly managed institution that does credit to the State. From Eldora I rode to Waterloo, going through Iowa Falls, reaching Ackley next. It was here that I had, or rather caused, the first accident, since taking up motorcycling three years ago.

A lady driving a horse approached and the beast didn't act scary until within 20 feet of me, when it suddenly wheeled around sharply and broke the front axle off at the hub. I had shut off power and was pedaling at the time of the accident, so it was not my fault, but I paid for the damage, and the woman was surprised to say the least.

Up to this time I had excellent roads and fine weather, but at New Hartford, about 15 miles from Waterloo, I struck sand—

don't want to hang for. On the way to Toledo I did not come to a town for 40 miles—something unusual in this part of the country. The roads were good from Toledo to Des Moines. I spent the night in the Capital City and then turned for home, going by way of Prairie City and Oskaloosa.

The trip was the cheapest I ever made, as the total cost, including gasolene, oil and repairs, was only one-half cent a mile. The only cost for repairs was 25 cents to fix the grip control which had backed off the bolt, and 20 cents for drilling a hole in the lamp bracket, which I had broken off by leaning the machine against a post, with one lamp in the way. All I had to buy when I returned home was a new set of brake shoes, felt washers for the gear case and a new rubber grip which, included in the cost, made my trip only a half cent a mile, as I said before.

L. A. YOUNKIN.

#### Walthour on the Track Again.

Walthour competed in his first race since his accident last month, but as he was not in very good condition and inclined to be unusually careful, he finished last. The race was 100 kilometres in two heats, and was decided at Dresden on the Sportplatz track. Stellbrink won both heats, with Huber second and Schipke third in each heat.

however, was not the awakening to which reference is made.

It occurred when the fifth division, the biggest of them all, got the kinks straightened out into semblance of order. Then it was seen that Baltimoreans had resurrected a few more than 1,000 bicycles, and what was more to the point were riding them in the parade, with W. H. Logue, Grand Marshal, proudly at the head. The bicycle section was the most orderly, the most imposing and the most talked of section in the entire mummers parade. There were clowns and jesters, harlequins and monks, knights and squires, cavaliers and roundheads. Every character known in history, mythology, romance, poetry and drama were represented. The entanglement of skirts had no terror for any of them. Helen of Troy and Paris rode between Achilles and Agamemnon, while Hector smiled affinitylike on Penelope, and Napoleon hobnobbed with the Iron Duke of Wellington. A bicycle band enlivened things with its efforts to make music and manage their bicycles at the same time, and the bass and snare drum players had a strenuous time. Prizes were awarded a clown riding a bicycle on which was built an illuminated canopy, a rider carrying a dog that did tricks on his back was judged the most comical, while an old ordinary of the time when Baltimore hadn't any idea of homecoming weeks, was deemed the most unique.

#### MOTOR ACTION IN COLD WEATHER

Does Low Temperature Make Running Better of Worse?—How It May Affect Lubrication and Radiation.

Always there has been some little difference of opinion among motorcyclists as to whether the average motor does its work as well during cold, as during temperate or warm weather. That with proper care there should be no difficulty in getting the machine to run at least well, is universally admitted. Those riders who claim that the action of the motor is generally more brisk on a clear cold day, than on a warm one, however, are frequently at a loss to account for the apparent fact, while many others hold as strongly that actually there is little or no difference. Still others, owing to unpleasant experiences of one sort or another, are equally certain that a low temperature makes a vast deal of difference in the matter, and that the motor invariably suffers from it.

Considering the motor simply as a machine, however, that is to say, as a group of moving parts which serve various purposes, there is but one way in which ordinary ranges of temperature, high or low, can have any possible effect. That has to do with the matter of lubrication. Oil thickens under the influence of a low temperature. Hence, though it may retain all of its lubricating properties, as it is cooled, it must offer an increased amount of resistance to the moving parts with which it is in contact. Furthermore, since in its thickened condition its flow is interrupted, any parts which depend for lubrication upon the splashing of the oil, or upon its flow through small oil holes or tubes, a reduction or total elimination of the supply is liable to result from continued cold.

The chief difficulty from this source in the motorcycle engine occurs while the engine is yet cold, and arises from the tremendous resistance to the motion of the piston, which is developed, as well as the clogging of the packing rings in their grooves. The latter difficulty has been known to cause breakage of the rings in case the piston is forced into rapid motion while cold. This is particularly the case where the cylinder is worn unevenly so that the rings are given considerable motion during each piston stroke. Another source of difficulty developed from the same cause is the stoppage of the feeds to the crank case owing to the thickening of the oil in the tank.

Obviously, these troubles are likely to be confined only to the starting period under ordinary circumstances, since after the motor has become thoroughly warmed its heat radiation is generally sufficient to thaw out the supply in the tank and pipes, at least to a pasty or semi-liquid condition. Where too heavy a grade of oil is used, of course,

there still is room for trouble in greater or less amount according to circumstances.

Considering the ignition system, obviously it is practically immune from any variations due to varying temperatures below the rather high melting point of the insulation, the only exception being the batteries, which, as explained in last week's Bicycling World, occasionally freeze at very low temperature, and possibly experience a very slight weakening even when in use on extremely cold days. The general warmth about the machine while it is in action, however, as well as the effects of vibration and the galvanic action going on in the cells, should counteract this tendency sufficiently to render the batteries as well as the coil and wiring, equally indifferent to a cold or warm atmosphere.

Practically the only seat of real difficulty then, must lie in the effect of cold upon the working of the machine as a heat engine. In this respect, it is undeniable that a greater amount of heat must be radiated from the outside of the cylinder during cold than warm weather. Whatever heat goes out in this way in excess of that required to cool the cylinder down to a working temperature, must go to waste. Hence the natural inference that this fact, coupled with the cooler temperature of the gas taken into the cylinder during cold weather, must tend to reduce its power and efficiency.

Efficiency, however, is mersured in terms of the extreme difference between the temperature of the gas admitted during the suction stroke, and the maximum temperature attained during the explosion or combustion stroke. The time of the working stroke during which the greatest amount of heat must be given off, is very brief. The great amount of metal in the cylinder prevents it from cooling excessively during the intervals between explosions. But the carburetter also, is constantly exposed to a temperature which is considerably lower during cold weather, than during warm weather. More than this, the supply of air which it induces is practically untempered by the heat of the motor. So that in all probability, the inlet temperature is proportionately lower in winter than the maximum temperature during combustion. That is to say, it is not unreasonable to suppose that the lowering of the maximum temperature between winter and summer, is not as great as the lowering of the minimum temperature. On this assumption the temperature range, or in other words, the efficiency should be greater in winter. Certainly the active and powerful running of the motor on many clear cold days, would seem to bear out the theory to a considerable ex-

This idea is based on the supposition that the carburation is not affected to a material extent by low temperatures, or that the natural effect of cold is counteracted in some way. At all events, whatever differences exist between the action of the carburetter in winter and summer, may be readily accounted for. The vaporization of the fuel requires heat. It takes heat to convert water into steam, and similarly it takes heat to convert any liquor into its vapor. When the heat supply comes mainly from the atmosphere, as is the case with the ordinary carburetter, the effect of the vaporizing process is to lower the temperature of the air. Again, when the atmospheric temperature is low, this action frequently results in the evolution of a freezing temperature in the mixing chamber. which serves to congeal any moisture which may be in the air, forming ice. When the air supply is limited, as with a weak mixture, it may happen also that even after the motor has been started, the temperature in the mixing chamber is lowered sufficiently to check the vaporizing action, simply because the air cannot get in fast enough to maintain a vaporizing tempera-

Generally speaking, after the engine is warm, the heat works back from the cylinder along the intake pipe, raising the temperature of the walls of the mixing chamber enough to do away with any difficulty from this cause and to render the action as reliable as it is under normal conditions in warm weather. The low temperature of the atmosphere, however, means that for the same volume, a greater weight of air is inducted in winter than in summer. This means a greater proportion of oxygen to fuel vapor, and so tends to produce a quicker burning mixture and more certain firing. Probably on this account quite as much as because of any increase in the thermal range, the experience which is so frequent as to excite remark that the motor runs as well if not better in winter than in summer, may be accounted for. Certainly, starting difficulties aside, and lubrication difficulties overcome by the use of proper oil, there is no valid reason to account for any less satisfactory operation in cold weather, while theory and practice alike, exhibit- a strong leaning toward the notion that a low temperature actually improves

#### To Make Durable Belt Holes.

A foreign rider who boasts of never having had trouble from the belt holes pulling out of the driving belt of his motorcycle, gives as his opinion that it is due largely to his method of drilling out and hardening the leather around the holes, instead of simply punching them. In the first place the holes are invariably drilled with an ordinary twist drill which secures the opening of the desired size without disturbing the grain of the leather, and also permits of locating the holes exactly as desired. Afterward the drilled holes are reamed out with a hot wire of slightly greater diameter, the effect being to cauterize the leather immediately surrounding the hole and render it hard and refractory.

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.

#### PERREAULT MADE NO RECORD

Attempt to Lower Boston-New York Figures Ended at Norwalk—Despite Promises, He Will Try Again

Fred I. Perreault, State Centurion of Massachusetts for the Century Road Club of America, did not break the record between Boston and New York last Saturday, 19th inst., as he set out to do. The record, made many years ago, stands at 23 hours 31 minutes. Perreault gave up the struggle against odds at Norwalk, Conn., after covering over 200 of the 245 miles of the long ride.

Mounted on a Racycle and paced by a motor Racycle, Perreault left Boston at 7 a. m., Saturday. His first trouble was at Marlboro, when a tire on the motorcycle punctured, causing Perreault to ride 22 miles without pace. He got to Worcester, however, at 10.08, ten minutes late, stopping long enough to eat a couple of raw eggs.

According to the schedule Perreault should have reached Springfield at 2.30 p. m., but he did not get there until 3.10, and stopped an hour for his first substantial meal since morning. He rode into Springfield alone as the motorcycle had punctured three times, and the pacemaker stopped to put in a new innertube in the rear tire.

Heavy sand at Palmer, Mass., slowed Perreault, and it was 6.30 when he got to Hartford; he should have reached there at 6 o'clock. From Hartford to New Haven is about 40 miles, and Perreault had planned to be there at 9 o'clock, but he was an hour and a half late. John Murdock, who was operating the motor, had a fall some place between Hartford and New Haven, in which a pedal was broken, so that he had some trouble in riding the machine.

A party of New Haven enthusiasts rode to Wallingford to escort Perreault into the city, and at that time he appeared to be riding strong. Several times he sprinted and left the motorcycle behind, which may have accounted for his blowing up later. At New Haven Perreault was given a good rub down and a meal, which took so long that it was after midnight before he finally started for New York. Good time was made between New Haven and Bridgeport, but between Bridgeport and Norwalk lots of rough going was encountered which, added to the fact that the moon was not so bright as it was earlier in the evening, made riding difficult. At Norwalk, Perreault decided to give up, as he then realized that it would be impossible to get to New York City inside the record; accordingly he went to a hotel and enjoyed a long sleep.

Perreault's disappointment was keen. He had planned and dreamed of this record ride so long that it had become almost a part of his life. He had tried many times to break it, but some hard luck always put an untimely end to his attempts. His wife

and his employers tried to dissuade him from his purpose, and he had promised them that after this trial he would give up the idea.

There are several reasons why Perreault did not succeed. First of all he was not in the physical condition that such an endurance ride demanded. A month or so ago he had a bad fall which broke two ribs and otherwise shook him up, the effects of which became apparent after leaving New Haven. Then the trip was attempted too late in the season. It should have been made in early summer when the days are long, and to take advantage of all the daylight possible a start should have been made from Boston about daybreak, instead of some hours later, so that he would have had



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bright moonlight on the latter end of the ride, coming into New York.

Motor pace is not desirable for such a ride for several reasons. It sets a bad example and there are untoward circumstances and possibilities to be coped with. It would seem that the best way to break the record would be with human pace relays, having three or four riders bring the record breaker to Springfield, another relay to pace to New Haven, and a third escort from there to New York City.

Despite his setbacks and promises to his wife, Perreault is not discouraged, and avers that he will yet break the long-standing record. He has grit and determination, as those who know him will testify, and he has been riding a bicycle for many years, now being nearly 40 years old.

#### Wants to Take Lessons.

The Home Bee publisher has procured a bicycle, to be used in taking some muchneeded exercise in the open air, but the machine bucks us off. We would like to secure the services of either Ben Wood, Major George, or Col. Carson to give us demonstrations in riding the wiggly thing—Camden Point (Mo.) Bee.

#### TOURING IN THE FAR WEST

Cyclist Tells of South Dakota and Nebraska's Good Roads—Wheat Wagons Make Excellent Paths,

Afton, Ia., Oct. 15.-If one were about to undertake a cycling tour in this part of the West at least, as a relaxation from business, and were in doubt as to the best country to travel, I should advise him to choose South Dakota and north central Nebraska. The reason for this statement is simply that a business man, choosing cycling as a pleasure during his vacation, does not want to undergo extremely hard physical stress occasioned by hilly or mountainous country and indifferent roads, but rather wishes a pleasant, flat or slightly rolling country which is provided with smooth, well kept roads. South Dakota and Nebraska is just this kind of country.

On the 16th of September, 1907, I set out from Aberdeen, S. D., on my Cleveland bicycle, well equipped with extra parts, tools, appliances, etc. I had also had my machine fitted with a pair of G & J heavy tread tires. With this comfortable touring outfit I traveled through South Dakota, Nebraska and Iowa, covering 675 miles in seven days and five hours, making an average of exactly 90 miles per day. Had Iowa been as level and had it the same soil as South Dakota and northern Nebraska, I would undoubtedly have made the trip in faster time, but the extremely rolling landscape and the black loam roads of western Iowa effectually retarded my progress.

My route was as follows: In South Dakota I followed the Chicago, Milwaukee & St. Paul for quite a distance, striking the towns of Redfield, Wolsey, Woonsocket and Mitchell. From Mitchell my route took a straight southern direction and after passing Tripp I was near no railroad until I struck the Missouri at Springfield and Running Water.

It was in Dakota that I made my best time, and this fact was due to the absence of hilly country on my route, and the general excellence of the roads for bicycling.

There are two reasons for these good roads. The first is the absence of "gumbo," a black dirt which, when it dries, cakes into lumps and is impervious to water. This soil is plentiful in Iowa and spoils the roads for the cyclist, but Dakota's roads have a rather sandy soil which breaks up easily, not however, into heavy sand, but into a fine dust. The second reason is the class of travel on the roads. Let me explain what I mean by "class of travel." The staple article of produce is wheat, in Dakota, and the farmer uses a heavy wagon, with tires of an extra wide tread to carry the wheat to the elevators of the nearest town. Thus, by the time ten or twelve heavily loaded wagons with their wide tread tires have passed along a road they leave a track on either side six or seven inches wide, in their wake, smooth and hard, along which the cyclist may sprint at pleasure.

Rains will delay one but little in that State. In fact the night before I left there was a moderately heavy rain in Aberdeen and south, but I was able to start before 8.30 a. m., before even the sun could start drying the roads, and I had no trouble from mud whatever. Towards the south near the Missouri the roads became somewhat clayey in places, but it was hardly noticeable.

As any one may see by a glance at the South Dakota map, I followed the James or Dakota river valley until I was almost to the Nebraska border. This valley is about 50 or 60 miles wide, and is hemmed in by bluffs of which the western are the higher. By following the valley I kept to the plain, and the only real hills I encountered were at Redfield, Tripp and the Missouri river.

There is one thing a cyclist must, of necessity, be extremely careful about, and that is the jogs in the section lines. In Dakota as well as Nebraska the wagon roads follow the section lines almost entirely. But section lines are liable to jog, sometimes to the east and sometimes to the west. When the cyclist reaches the jog, which may be a rod long, or in some instances a half mile, he is in a quandary. If he goes one direction he may in a short time strike a road in his original direction which, after a few miles, ends in nothing, and he must retrace his steps, or rather his track, and go back to the jog and try the other direction.

I became lost this way the first day out, between Redfield and Tulare.

I had received directions to Tulare at Redfield, and found a section line road which my map did not show. After a few miles the road ended abruptly, or rather branched, one division going striaght west and the other straight east. At a hazard I took the west road and in a short time I found a road south. After a few miles it began winding around the huge hills, and at last led me to a small lake, where I stopped, unable to go further. As a result of this venture I walked over the lake bottom a half mile, then over a mile of stubble fields and at last found a road which eventually led me back to the main road. But I had lost over an hour's time.

To eliminate this danger one should be possessed of an indexed map, and undoubtedly Rand, McNally's indexed vest pocket map is the best for the cyclist.

In Nebraska my route was not as direct as in Dakota. The principal cities I passed through were Niobrara, Creighton, Norfolk, Columbus, Friend, where I spent a few days visiting, Crete, Lincoln, Ashland, and Omaha.

This route was somewhat erratic, but it made me acquainted with the whole northern and eastern portion of the State. The wheeling in this State was almost as pleasant as in Dakota, since there had been no rain for over a month. There was one exception to this pleasant cycling, and this was the first eighteen miles south from the Missouri.

As one leaves the river he pumps up, continually up, into the barren sand hills. My road at first led along a ridge, and I encountered no hills except a continuous up grade. But when the road suddenly turned and went transversely across the ridges I became fully acquainted with the meaning of the term "the sand hills of Nebraska." The roads were heart-breaking, and the steep lifts were exhausting to an extreme degree.

However this was the only real trial I experienced, as the rest of my journey through Nebraska was very easily made. Especially from the Platte River south did I experience that enthusiasm a born wheelman feels when he strikes roads that might be a cyclist's paradise.

In the eastern part of the State I was bothered in no small degree by rains, but the roads had been too good before the rain to stay in a bad condition for any length of time, and I reached Omaha in excellent trim.

When I reached Iowa, however, my troubles began. I found no more flat country and no more smooth roads, for recent rains had caked the hard black mud into lumps. Ruts were plentiful, and during my enforced fast riding I escaped being thrown violently many times only by a quick eye and a lightning decision.

My route in this State lay through Council Bluffs, Pacific Junction, Glenwood, Malvern, Red Oak and Creston, where my journey came to an end 12 miles from Omaha, by wheel. In fact, I followed the Chicago, Burlington & Quincy R. R. closely, in Iowa.

In this trying space of 112 miles I encountered many hills which vied with Nebraska's northern sand hills, but there were not many of them. The main cause of its tiresomeness was not the steepness of the hills so much as the number of them. No sooner would I descend one hill than I must climb another, and when I reached the summit of that I must descend again. This was very monotonous and fatigued me very much. When I finally reached Creston, I realized I had done more work in the 112 miles of Iowa country than I had in the 230 miles of Dakota territory.

I anticipated every possible emergency on the tour. I was provided with a lamp covered by a dust cap, a coat carrier on my handle bars, recorded the miles by means of a cyclometer, had a revolver holster strapped between the head and the prongs of the front fork, the same containing a short double-barreled 32 calibre revolver, had two tool bags covered with rubber cloth, one containing tools, and the other extras and repairs. I had a telescope pump encased in waterproof canvas, and had a tin cylinder 5 inches in diameter and 15 inches long, in which to carry a few necessities, fastened securely on just behind and

below the seat. My bell was on the horizontal bar of the frame, as it would have been in the way on the handle bars, since I moved my hands all over them.

Experience has taught me, however, to never again carry my lamp on the prong of the front fork, because the prong tapers to the hub of the wheel, and, no matter how securely the clamp of the lamp may be fastened it is but a matter of time for it to slip down to the hub, where it may break a few spokes. In fact, this happened to me a few days after I had finished my tour. While I was riding along at a fair gait on rather rough roads, the lamp, which I had neglected to examine, suddenly slipped down, and before I knew what had happened the hind wheel, by its momentum, lifted me over the handle bars, and I was the possessor of a battered lamp, a bent fork, six broken spokes and a skinned el-

This experience also suggests the advisability of carrying at least a dozen extra spokes on a tour. I carried more than that number, which I hung down the hollow framework from my seatpost.

A light revolver kept within easy reach is a great help, on account of the multitude of dogs that run out at a cyclist. A great many dogs are satisfied with barking, but some are bent on more mischief than that. I know of no better place to keep it than where I had mine strapped, as already stated. My handle bars were wrapped with three thicknesses of tape so that I might have a larger grip. I seldom used the rubber grips, but kept my hands oftenest at the bend in the bars, as I found it the easiest position for fast riding.

In regard to a coaster brake on long runs: In the first place, if one has a coaster he is more liable to loaf. Every little grade, every little bump will see the rider stop pedaling, while without one he will keep up his effort. In this way many miles a day are gained at the expense of the coaster brake. In addition to this, it is harder to change gears on a coaster brake. I had none, and changed my gear at will from 91 to 78, or vice versa, by simply exchanging the hind sprockets.

Of course one feels the need of a coaster in such country as I encountered in Iowa, but when I finished the entire journey I was glad I had not used one.

The overland cyclist should never be without toe clips. They help one exceedingly in ascending hills.

Considered in an educational light, this kind of a journey will bring one in contact with the country and its people more than any other kind of traveling will, unless it be on foot. The cyclist can't help but talk to people and learn the conditions and customs of the country.

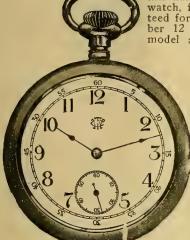
Indeed the scenery, knowledge and experience taken in by the cyclist from his small leather seat is infinitely greater than that taken in by the tourist from his Pullman cushion.

RUSSELL STRAPP, JR.

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FOR

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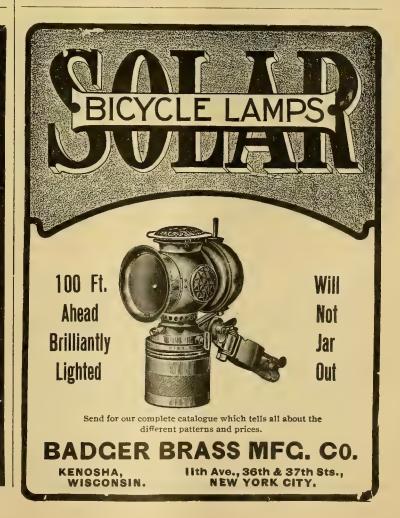
**FULL NICKEL PLATED** 

Long thread on stem—easily cut to exact length required to fit any frame head.

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BUFFALO, N. Y



363

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Exhibit at the Madison Square Garden Show



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N. S. U. CYCLE & MOTOR COMPANY

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We shall be pleased to give detailed particulars of all models on request.

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## 1908 Indians

at the

## Motorcycle Show

Madison Square Garden

November 2-9

Space No. 237

**Basement** 

"The Motorcycle News" containing advance information of 1908 INDIANS on request.

Hendee Manufacturing Co. Springfield, Mass.

The Week's Patents.

864,135. Spark Plug. Charles A. Mezger, New York, N. Y. Filed Dec. 26, 1906. Serial No. 349,505.

1. In a spark plug, a shell or body, an insulation member therein with an annular enlargement, a bushing screwing into the shell and surrounding the insulation member and an annulus of relatively soft metal surrounding the insulation member at said enlarged portion, the annulus having its edges beveled in the same direction, one of such edges engaging the enlargement of the insulation and the other edge being engaged by the bushing, whereby when the bushing is screwed home, the annulus is caused to expand against the enlarged portion of the insulation and to contract against the main portion of the insulation.

864 202 Bicycle Standard, James Sim-

864,202. Bicycle Standard. James Simmons, Long Branch, N. J. Filed Dec. 24, 1906. Serial No. 349,301.

1. A standard comprising an outer tube having an outwardly flanged end and internal longitudinal slots, an inner tube slidably mounted within said outer tube and provided with external toothed rack sections sliding within said slots, a nut engaging said rack sections and having an inwardly extending annular flange, and an externally threaded washer engaging the flange of the nut and having an internal flange engaging the flanged end of said outer tube.

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Easily attached to any bicycle or motorcycle. Absorbs all jars, jolts and vibration.

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The Sidney B. Roby Co., Jobbers of Bicycles and Sundries, ROCHESTER, N. Y.

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#### BICYCLES AND BICYCLE SUPPLIES

The Best for Your Money. MANUFACTURERS' SUPPLIES CO., 418 Arch St., Philadelphia, Pa.

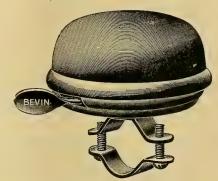
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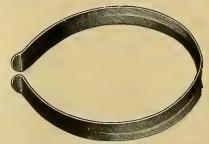
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Our catalog illustrates the various patterns.

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Further comment is unnecessary.

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There is nothing that gives more value for the money than the use of the

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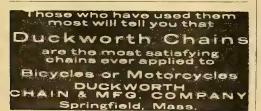
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has the only scientific construction. The trussed arch makes it strong, rigid, light, easy to run and everything about it is right.



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COLUMBIA BABY GENERATOR Length, 11 in. Diameter, 2 in.

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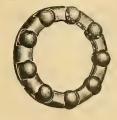
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THE MOTOR WORLD

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(Brought Out In 1896)

**BEST ANTI-FRICTION** THE SARTUS BALL BEARING CO. 99 Chambers Street, New York.

Volume LVI.

New York. U. S. A., Saturday, November 2, 1907

No. 6

#### **MOTORCYCLE PRICES FOR THE YEAR 1908**

Some Notable Reductions and a Few Advances—Additions to Lines and Increases of Power Afford Wider Latitude Than Heretofore—General Reduction of \$25 on Two-Cylinder Models.

#### MOTORCYCLES AT THE GARDEN SHOW

Productions of Five Nations Will be in Evidence—Two-Cylinder Machines to be Conspicuous—New Models to be Displayed and Several Surprising Mechanical Developments Promised.

Whether or not the year 1908 would bring with it a reduction in the prices of motorcycles has been a question the answer to which has been awaited with that sort of interest which prevailed when the matter of bicycle prices was of keen and widespread concern.

This week the answer is made possible so far at least as applies to a number of machines. There have been both increases and reductions.

The most notable reduction applies to the Light motor bicycle employing the 2½ horsepower Thor motor and chain transmission, which hitherto was listed at \$210; the 1908 price is \$185. Fitted with the new 3 horsepower Thor engine with its self-contained gear-drive, the Light will retail for \$225.

Ten dollars have been lopped from the prevailing price of the smaller single cylinder Indian, which now will sell for \$200, although it has been increased from 2½ to 2¾ horsepower, and a reduction of \$25 made in the price of the twin Indian; its new list is \$250. The 3 horsepower single has been increased to 3½ horsepower and its selling figure will remain unchanged, viz., \$225.

The Merkel Motor Co., having decided to build spring frame machines exclusively, have, of course, discontinued their rigid frame model at the lower price and \$200 will be, therefore, the prevailing price on all 1908 Merkels. The Yale-California, which has had its strength increased to 2½ horsepower, also had had its price advanced to the round figure, \$200.

What the American Motor Co. styles

"the real M. M."—a 3½ horsepower model with 26-inch wheels—will be listed at \$200; they also will have a 3 horsepower model at \$175 and another which they style their "Junior" at \$125, which will have a 2½ horsepower engine, narrow belt and single tube tires. Their two-cylinder model will be catalogued at \$250.

The Thomas Auto-Bi Co. will produce two models, both of 3 horsepower, one of which, fitted with single tube tires and wood rims, will be priced \$185, while the other with 2½-inch G & J tires and better equipment, will be advanced to \$210.

The price of the R-S singles will be as follows: with 2½ horsepower Thor motor, \$175; 3 horsepower, R-S motor, \$200; 3 horsepower, R-S motor with gear drive, \$225. The list price of the twin cylinder has not been definitely fixed.

#### More Room for the Thomas Auto-Bi.

The Thomas Auto-Bi Co. are making ready to remove and take possession of a new factory in Buffalo which will give them very much increased elbow room. The new place is on Niagara street, one block from their present location. It is a two-story building, 49 by 220 feet, of brick and concrete construction, and therefore fire-proof.

#### Wilson to Enter Retail Trade.

The Wilson Trading Co., the well known New York jobbing house, will enter the local retail trade on December 1st. For that purpose they already have leased a store at 46 Cortlandt street, which in addition to tire and cycle accessories will be stocked with automobile sundries.

In the absence of a motorcycle show at which they, of course, would be "the whole thing," or of a cycle show at which they might prove "the real thing," motorcycles could not be included in a more desirable public exhibition than the one which will be inaugurated this evening under the auspices of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York. No building is so admirably adapted for such purposes and the sponsors of no other show conduct it on such a high plane or are more lavish of embellishment and appointment. The automobile show in the Garden has become a treat for the eye, almost as great as it is a treat for men versed in motor lore.

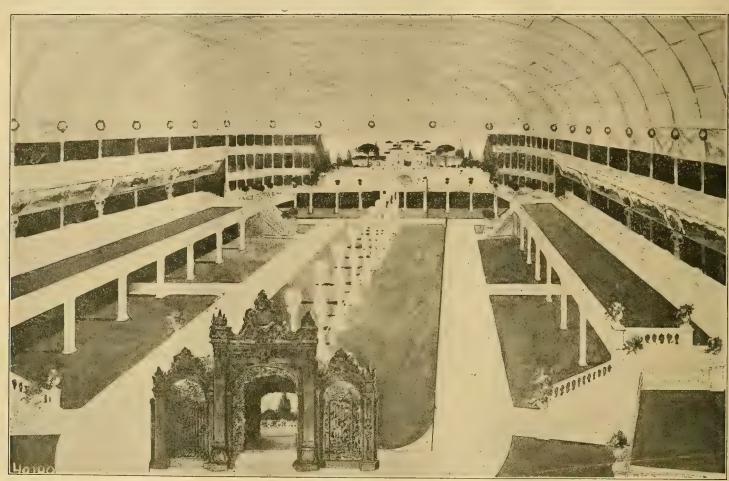
This year's exhibition is the first in which the Association of Licensed Automobile Manufacturers has permitted motorcycles to participate. But when the decision so to do was reached, it was decided also to accord them treatment in keeping with the high character of the exhibition. A special Motorcycle Section was instituted and while it naturally will not occupy pride of place it is conveniently located and it will share the general style of embellishment. For the first time at any show the motorcycles will be grouped and thus will be able to present a front calculated to create a real impression; and there will be enough of them to deepen any impression that may be created.

The Motorcycle Section will be located in the basement and while ordinarily "basement" may not have a very sweet sound or convey a particularly pleasing mental picture, those who have seen the transformation wrought in previous years in that part of the Garden by the A. L. A. M. decorators know that few strangers entering for the first time will suspect that it is a basement. For these occasions only, two entrances and sloping passageways directly from the main floor, are created, and that the motorcycle section shall receive its due, "Motorcycles" will be spelled in electric letters over each of these entrances. The section itself will occupy both sides of the central

trance piece will extend the main display space, a broad path of rose hue, between the side aisles, with a row of ornamental pillars, fourteen feet in height, crowned by lamp globes extending along the middle. In the distance, at the Fourth avenue end, the vista will be that of Italian villas with terraced gardens of their own. This view will be presented by an immense painting, such as was used last year to mask the tiers of boxes and rear walls.

posts supporting ornate urns containing ferns and flowers. The lamp pillars on the main floor and other pillars, twelve foot high, on the platforms, will all bear shields displaying the names of the exhibitors whose space they mark, this being a distinctly new and artistic sign scheme. A few heroic statutes in staff work will adorn the platform.

The same gray and crimson scheme will be found in the cafe and basement, but in



Decorative Scheme for the Medison Square Garden Show, Main Floor.

aisle of the basement so that it will not be easy for the casual visitor to escape the motorcycles even if he would.

The color scheme is to be gray and crimson and white. There will be no starry sky overhead, but the girders of the big dome will be screened by a canopy of soft material, rich, warm gray in tone. The exhibition spaces of the main floor and elevated platform will be carpeted with a specially woven fabric of deep crimson, with the visitors' aisles between sharply set off by the gray material. Entering from the foyer, the visitor will be confronted by a towering gateway, a replica of one at the Florio Toresca villa in Florence. Back of the real iron gratings of this gateway, will be visible a garden wall with trees and shrubbery behind. While on canvas, this garden will have a literal perspective of seven feet, for the gateway structure has just that much depth. Beyond this en-

The plan of having the elevated platform above the arena boxes project slightly over the main floor and of covering the high rear seats so as to make a sort of mezzanine floor, will be repeated, but the idea has been extended and the lines of the Garden are to be further obscured and more space gained by decking over the first balcony, so as to have the flooring extending beyond the balcony railing and overlapping the elevated platform. For the edges of the balcony, the platform and mezzanine floor, special railings have been designed, which, like the lamp and sign pillars, will be finished in pure white. In the general view, these railings of the platform, mezzanine floor and balcony will rise in three rows at the sides and the downward and backward slope from the balcony railing to the supports will be dressed in the gray and crimson. The stairways from the main floor to the platform will be white, with the newel

the latter place the walls which do not flank exhibits will be picture covered. A rathskeller with novel grotto effect will be located in an out of the way corner of the

The Motorcycle Section will comprise 15 separate spaces of which 13 will be devoted to motorcycles; of the other two, one will be occupied by F. A. Baker & Co., with motorcycle accessories, and the other one by the Bicycling World and Motorcycle Review. The full list of exhibitors and of their respective booths is as follows:

237—Hendee Mfg. Co., Springfield, Mass.
—Indian motorcycles.

238—Bicycling World and Motorcycle Review—The only one.

239—Amos Shirley, New York—Styria motorcycles.

240—G. H. Curtiss Mfg. Co., Hammondsport, N. Y.—Curtiss motorcycles.

241—Light Mfg. & Foundry Co., Pottstown, Pa.—Light motorcycles.

242-Royal Motor Works, Worcester, Mass.—Royal motorcycles.

244—Reading Standard Co., Reading, Pa.
—R-S motorcycles.

245—Ovington Motor Co., New York— F. N. motorcycles.

246—National Sales Corporation, New

York—Peugeot motorcycles. 247—J. F. McLaughlin, New York—N. S. U. motorcycles.

248—Excelsior Motor & Mfg. Co., Chicago—Excelsior motorcycles.

249—F. A. Baker & Co., New York—motorcycle supplies.

250—Consolidated Mfg, Co., Toledo, O.— Yale-California motorcycles.

251—Merkel Motor Co., Milwaukee, Wis.
—Merkel motorcycles.

215B—American Motor Co., Brockton, Mass.—M-M motorcycles.

In addition these other exhibitors in other parts of the big building and at the locations stated, will display articles of motorcycle interest:

57—C. F. Splitdorf, New York—Splitdorn coils and magnetos, and the new Splitdorf spark plug.

58—Goodyear Tire & Rubber Co., Akron, Ohio—Goodyear mechanically fastened tires with the new non-skid tread.

61—G & J Tire Co., Indianapolis—G & J tires, also a new emergency repair sleeve.

95—Jones Speedometer Co., New York— Jones speedometers.

101—Manufacturers'Fo undry Co., Waterbury, Conn.—Engine castings.

103—Pittsfield Spark Coil Co., Dalton, Mass.—Pittsfield coils and Jewel spark plugs.

104—Whitney Mfg. Co., Hartford, Conn.
—Whitney motorcycle chains.

113—Hartford Rubber Works Co., Hartford, Conn.—Hartford Rough Rider grips.

120-R. E. Hardy & Co., New York-Sta-rite Spark plugs.

129-J. Harry Sager, Rochester, N. Y.-

135—Gray-Hawley Mfg. Co., Detroit, Mich.—Exhaust chime.

168—Aurora Automatic Machinery Co., Aurora, Ill.—Thor motors and carburetters.

169—Diamond Chain & Mfg. Co., Indianapolis, Ind.—Diamond chains.

193—Charles E. Miller, New York City.—Brampton motorcycle chains; "Ocypus" roller castor motorcycle stands, S. N. P. stands; spark plugs, batteries and other sundries.

187—Breeze Carburetter Co., Newark, N. J.—Breeze carburetters.

212—Robert Bosch, Inc., New York—Bosch magnetos.

Of the thirteen different brands of motorcycles which will be in evidence, four are of foreign manufacture, viz., the N. S. U., which is German; the F. N., Belgian; the Peugeot, French, and the Styria, Austrian. The first three named already are well

known in this country, but the Styria will be seen for the first time.

Of the American machines, the Excelsior, made in Chicago, is a brand new belt-driven production which has been in preparation for a year or more, and which will make its debut at the Garden. So far as the present era is concerned, the Royal also is making its first appearance; it may be described as a regenerated motor bicycle in that it was staged originally in 1901 and later was withdrawn from the market. The Light, while in no sense a new comer, for many years has been marketed with a considerable degree of conservatism, and is appearing for the first time at a public exhibition, the conservatism having given way to aggressiveness of a pronounced character and a determination that hereafter the Light shall share in the motorcycle affairs of the world. All of the other American machines which will be displayed are of familiar names and of wide repute.

Of the tendencies made apparent by the foreshadows of 1908, none is more distinct than the strongly increased trend toward two-cylinder motorcycles. All of the foreign exhibits, save that of the F. N., will include models of that type; and the F. N., of course, stands practically alone in its class. Its fame has largely been earned by its successful employment of a four-cylinder engine.

Of the American two-cylinder productions, there will be the Curtiss, which was first and most emphatic in that field. The Indian twin, which was first displayed last year, will be very much more conspicuous, while the "double" R-S's, M-M's and Lights will make their initial appearances. The Pope Mfg. Co. also had been listed to show a two-cylinder Columbia, which is reputed to bristle with ingenuity and novelty, but for some reason it was withdrawn during the week

All this is not to say that the single-cylinder motor bicycle is being lost sight of, or that it is even remotely in danger of extinction. Without exception all of the exhibitors will show single cylinder mounts, several of them having added one or more models to their productions, so that the previous tendency toward the evolution of what may rightly be termed "full lines of motor cycles," made up of models of various powers and prices, will be more than ever a feature of the forthcoming season. On the other hand, there are not a few manufacturers who are yet to be convinced that the two cylinder motor bicycle is the machine of the future, or that it is either necessary or desirable or will promote the best interests of "the cause." Of this number are the Merkel, Yale, Royal and Excel-

Of the manufacturers who have made distinct additions to their lines, the Reading Standard probably is the most notable example. They are marketing no less than four different motor bicycles, to say noth-

ing of a lady-front tandem, a tricycle, a tricar and a carrier tricycle. The Reading Standard line first was uncovered last week at the Automobile Show at the Grand Central Palace, at which time the new twin cylinder model, and the new convertible tricycle and carrier tricycle unexpectedly made their appearance, in addition to their two single cylinder bicycles and the ladyfront tandem, which already were known to the public. This convertible lady-front tandem was in some respects the most notable development of 1907; it was the first of its sort. The convertible tricycle is in a similar category, so far as applies to 1908, and opens a new field. Being built with a drop frame, and the top bar being removable, it is the first American motorcycle of any sort adapted to the use of that portion of womankind which refuses to sit astride. Despite this wealth of unheralded subjects, the R-S people held in reserve for display at the Garden still another surprise-a geardriven single cylinder motor bicycle, of which little will be known until it is uncovered this evening.

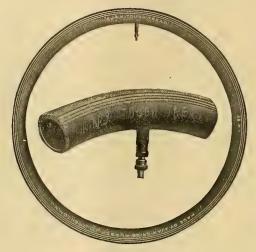
Summarized, the chief mechanical features of the R-S line are as follows: The twin cylinder motor has mechanical intake valves and has as a cooling provision, a staggered arrangement of the valve chambers in the cylinder heads, such that the heat from the first cylinder does not interfere with the cooling of the second; the new frame and low motor position of this same model, together with its long wheel base, novel arrangement of the tanks affording large oil capacity, and magneto mounting; the frame construction of the model 3 horsepower machine, which is provided with a double hanger affording means for independent chain adjustment; and the trussed spring fork construction, which besides being generally redesigned, now employs one large spring in place of two smaller ones as heretofore.

The R-S tandem, which has the motor with mechanically actuated inlet valve, reveals an improvement in the shape of a front sprocket and chain attachment such that the forward rider may assist in pedaling on occasion. Among several general improvements which may be noted are the newau tomatic cutout switch on the circuit breaker, which is an original device, a betterment in the grip control system common to the line, and a modofication in the oiling device, which now has a glass sight feed.

While in general appearance the 1908 Indian will differ little if at all from those of the current year, it will incorporate some striking mechanical changes and improvements. All of the Indians, both single and double cylinders, have been increased in power; but what is more of a sensation is the fact that the Hendee Mfg. Co. practically has "plumped" for mechanically operated valves. They will supply the automatic valve when it is desired, but

(Continued on Page 178)

### The Dealer or the Rider



who has not made the acquaintance of

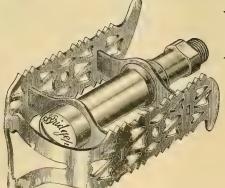
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has "something coming to him." If he is wise he will seek an introduction. For nowhere will he find a better friend than the Ajax.

Ajax-Grieb Rubber Company, 57th Street and New York City

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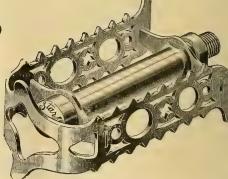
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#### THE BICYCLING WORLD COMPANY

154 Nassau Street,

NEW YORK, N. Y.

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ArmMembers of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, NOVEMBER 2, 1907.

#### The Motorcycles at the Show.

If the average cyclist has become so jaded that he no longer can enthuse when a manufacturer in his new model discloses a different size or shape or angle of tubing, or a new sprocket pattern, and if the cycle dealer now is so dulled that he is unable to turn such alterations or refinements to advantage, the keen edge has not yet been worn off of the motorcyclist or the motorcycle dealer. He is looking for that sort of thing and when he sees it he is prepared to bubble. When, therefore, he witnesses the wealth of real and far reaching improvement and refinement that will characterize the motorcycles that will be uncovered at the Madison Square Garden show this evening, and which is well foreshadowed in this issue of the Bicycling World, the motorcyclist will have genuine cause for enthusiasm.

Any one of a half dozen things that will be there exhibited for the first time would have made history in the days of bicycle shows. A convertible tricycle which offers woman her first opportunity to motorcycle on her own account; a ball bearing motor; a motor with self-contained driving gear and twin motors with mechanical valves, four of which are operated by but one cam! To touch merely the high spots of the show, such creations as these are calculated to cause long rows of exclamation points.

Motorcycles representing the productions of five nations-America, France, Germany, Belgium and Austria-will be in evidence and each will have features of their own and staunch exponents of their own. But despite libels to the contrary, the American product is a worthy compeer of the manufactures of any country. For after all, machines like men, are judged by their works. In which connection it does not in any way minimize the foreign product to point out that it has done nothing in the line of duty or performance that has not been as well done by the American motor bicycle. If the engineers and mechanics of Europe have reason to be proud of their handiwork, the American designers and artisans have not less cause for pride. The machines which will be grouped in Madison Square Garden will be abundant and convincing evidence of the fact.

#### For the Promotion of Touring.

It is glad news that a movement is stirring within the Century Road Club of America designed to have that organization become a purposeful and far reachingly useful body by undertaking the promotion of touring.

We do not decry racing as a means to an end but unless it be for the purposes of conducting annual championships, we know of no organization that pretends to be of national importance that directly engages in the sport. It is as plain as can be, however, that with the sane and gradual regeneration of cycling, there has come or is coming a marked increase of the touring spirit and the fostering of it is a work worthy of any organization.

The L. A. W. having resisted every well meant effort to infuse it with new life and being in the firm grasp of a few elderly and highly respectable gentlemen, most of whom have forgotten how to ride bicycles and who prefer that the once-proud organization shall be resolved into an annual dinner, there is no hope for aid from that most logical source. If, therefore, the pleasure side of cycling is to be encouraged, it rests with others to perform the service.

The opportunity is open and there never was a better one presented to the Century Road Club of America. The mere promo-

tion of century grinding and mileage hunting is rather a petty objective for a national organization, and if it can rid itself of the few malcontents who have blocked the way and can effect amalgamation with the Century Road Club Association—or even without amalgamation—it will find in the promotion of touring a field for usefulness that will give it a fixed place in the world's affairs that will cause it to be reckoned with in all of the many councils that have to do with roads and road travel; for the ramifications are many and great.

If the Century Road Club is truly wise it will listen to the urgings of those of its members who would have it turn to tourpromotion. It may alter its nature somewhat, but it will be a change for good rather than for ill and will vastly add to its strength and influence. If it fails to heed the knocking of Opportunity, it may count itself, if not lost, then misdirected. For so surely as it fails to heed, as surely will there arise a national organization which will open wide its door for the cycling tourist, and perhaps for all other tourists.

#### The Spelling of "Motorcycle."

It seems about time that there should be more common agreement regarding the spelling of the word "motorcycle"; that is, whether it should be spelled as one word, as two words, or as a compound or hyphenated word. Each of the three practices still are in vogue and doubtless each of those who use the respective forms will be able to defend its use. But for all of that uniformity is desirable. As its title implies, and long ago, the Bicycling World and Motorcycle Review itself "plumped" for "motorcycle" without break or hyphen and many persons and organizations have done likewise. The practice seems justifiable. The common tendency is toward dropping useless letters and unnecessary breaks. To our way of thinking "motor cycle," with or without the hyphen, resembles a misfire in the motor itself, and is as undesirable and looks as badly as "bi-cycle" or "tricycle"-forms which occasionally obtained in the earliest infancy of cycling. Nowadays none think of spelling "steamship" as two words. Then why "motor cycle"?

A man with the open muffler habit is like a deacon with squeaky shoes. He is so offensive when in motion as to interfere with the spread of the gospel, no matter how active he may be in working for the cause.

#### "ALL JOHNSON" SHOW IN PROGRESS

Fitchburg Manufacturers Display Truss
Bridge Bicycle in Their Own "Garden"

—Souvenirs Are There Too.

The "all Johnson" bicycle show, made gay with American flags and bunting, opened on October 24, in accordance with schedule, at the New York headquarters of Iver Johnson's Arms & Cycle Works, 99 Chambers street, and will continue until the close of the automobile show at Madison Square Garden, November 9. Not a few visiting dealers from all over the country made their way to the exhibit during the week of the Grand Central Palace automobile show and many more are expected during the coming week, to see this display of the complete line of Johnson 1908 models

Twenty bicycles, no two alike, are exhibited, ranging in price from very modest figures up to \$65, and including racers, roadsters, ladies' bicycles, nameplate machines and juveniles. The now famous Johnson truss frame construction is embodied in the higher price models in a variety of colorings and color combinations calculated to engage the eye of the chromatically inclined. One model has a maroon frame with a green head, another an orange frame with a black head, and a new "automobile red" distinguishes a third. On some of the truss frame models only the truss bar is of another color than the frame, making a sprightly effect.

The standard models shown comprise the Iver Johnson racer, truss bridge, the semiracer, the truss bridge spring frame roadster, the truss bridge flyer, the diamond frame special roadster, the ladies' speedster, the ladies' roadster, the juveniles and the nameplate machines. Machines fitted with the Iver Johnson spring forks and complete with two speed hubs and coaster brakes are also on display. The various special features of Iver Johnson construction are made clear by sections of crowns and frame connections.

Novel miniature champagne bottles labeled with an enjoinder to "Blow yourself," which turn out to be horns, and fancy blotters constitute the souvenirs of the "show." Out of town dealers are also invited to make the place their headquarters and to avail themselves of free stenographic and typewriting service and to have mail and packages addressed to them there if desired.

The Emblem Mfg. Co., of Angola, N. Y., also will hold a "bicycle show" of its own. It will "open" to-day at the Victoria Hotel, New York, even before the automobile show at Madison Square Garden, near which the hotel is located, throws wide its doors. Manager Schack himself will direct the display of Emblem 1908 bicycles at the hotel from November 4 to 9, inclusive.

#### MOTORCYCLES AT GARDEN SHOW.

(Continued from Page 175)

the mechanically operated device will be the standard equipment on all Indians. Both valves on the "singles" and the four valves on the "doubles" are ingeniously operated by one cam.

The Hendee Mfg. Co. has also made a big stride in the direction of magneto ignition. Magnetos will be fitted to any Indian when desired at an extra cost of \$40. Even in respect to dry battery ignition, also, they have departed from their former course. The standard equipment will be the cylindrical battery case containing the special Indian batteries heretofore used, but as an option there will be offered a new type of battery case which will hold three ordinary No. 6 cells. Except on the  $3\frac{1}{2}$  horsepower model the option of either chain or gear

still. The 1908 motor will be 3½ by 3½ inches, developing full 3 horsepower, but it is not this increase of power that will earn the motor its greatest distinction. It is in the nature of a sensation in that it is a ball bearing motor, the first that has been used for motorcycle service. The Merkel inlet valve arrangement and compression release also will constitute a departure. The Merkel people also have prepared for the use of the magneto, which will be offered as an option. Their construction will permit its ready application and also of the employment of the same grip control which also is new and said to be uncommonly ingenious.

The N. S. U. exhibit will comprise five models, of horsepowers ranging from 1¼ to 6, machines of the latter power being shown in two models, a twin and a built-

#### FIRST AMERICAN MOTOR TRICYCLE FOR LADIES' USE.



R-S Convertible Tricycle; Top Tube Removable for Ladies' Use.

drive will be given, 5% inch pitch roller chain only being employed.

The doubling of the cushion capacity of the Indian fork, a positive gasolene shutoff arranged in the feed pipe near the fuel tank and an oil guage fitted to the motor base and which by means of a glass side feed indicates the exact depth of oil in the motor base, constitute the other chief improvements in the Indian.

That practically every motor bicycle will have a spring fork of some sort is certain, but the Merkel will be alone in being equipped with not only a spring fork, but a spring frame, interest in which and the demand for which is unquestionably increasing with the days. It has been sufficient to induce the Merkel Motor Co. to wholly abandon their rigid frame model. The general outline of the frame will differ little from the previous model, save in the fact that it has been dropped lower, permitting it to be straddled while at a stand-

up fore car with two speed gear attachment. One each of 3 and 3¼ horsepower single cylinder machines will be shown. The features are magneto ignition, V-belt drive, 26-inch wheels, 20-inch frame, large gasolene tank and lubrication from the seat by pump. The vehicle that is bound to attract a great deal of attention is the new light weight single cylinder machine that weighs but 75 pounds. It employs a 1¼ horsepower engine, has belt drive and magneto ignition. J. F. McLaughlin, the New York agent, will have charge of the exhibit

The Styria, a newcomer from Austria, made by Job Puch & Co., of Graz, will be shown in three types by Amos Shirley, the American agent. Type II is a 3½ to 3¾ horsepower single cylinder machine, with belt drive, mechanical valves, Sims Bosch chainless magneto, free wheel, band brake, and lever operated spark and throttle. It also is made with chain drive. Type IIIa is a

twin cylinder 4 to 4½ horsepower, and has a wider belt than II, otherwise it is the same. Type IIIb is 5 to 5½ horsepower, chain drive, with clutch; two speed gear and inner brake, and a patent free wheel hub. In addition to the-Styria models, Shirley will show, in 1908 models, an Indian twin, Indian single and R-S single cylinder.

At the Ovington stand visitors will have ample opportunity to observe the complete operation of the four-cylinder, shaft-driven F. N. Big Four, which will be shown in action in a sectioned model, lighted in such a way as to reveal the use and method of performance of every essential part, and which never fails to prove a big drawing card. A sectioned model of the single cylinder F. N. "Baby" also will be shown, both models having been imported for the present show season, and being thoroughly up to date in every way. Complete machines of both types also will be shown. Among the improvements noticeable in the 1908 line may be mentioned, the use of a new form of Simms-Bosch magneto; a device to prevent over lubrication of the engine; an oil pump of new design, having a celluloid barrel, 1-inch in diameter, instead of last year's arrangement which embodied a glass barrell of 3/4 inch diameter; an improved method of fastening the rear mud guard; and finally, larger and heavier rims upon which will be mounted the new 234 inch "Ovington Special" tires, made expressly for this machine by the G & J Tire Co.

Together with a line of the imported Ovico lamps, stands and other motorcycle accessories dealt in by the Ovington Motor Co., will be the Nala two-speed hub, a working model of which will be shown. This is an imported double speed and free-engine gear for motorcycles, which embodies a number of particularly interesting features.

The Royal really is making its second appearance on earth, as it first was exhibited at the cycle show in Madison Square Garden in 1901, when staged unconspicuously by its inventer, Emil Hafelfinger, it created a sensation. The 1908 model does not materially differ from the original design, its pleasing lines having been retained. Belt drive, however, is substituted in place of chain and gear drive, and of course the motor is far more powerful, the wheel base longer, the carburetter improved and the motor and equipment generally having been refined and brought up to date.

Increased horsepower, larger crank shaft bearings for the connecting rod, and other engine improvements will characterize the chief changes in the Yale-California. Among other new features will be the use of a small coil placed under the tank; a smaller battery box located beneath the rear stays, which permits the use of a saddle equipped with large coil springs; an improved rim, of lighter construction than has been employed hitherto and embodying the double clinch feature; as well as a refined form of grip

control, which incidentally, has enlarged bearings at every articulation. The construction of the Yale cushion forks used on these machines is noteworthy because of the adoption of hardened bushings and bolts in all rocker joints, as well as large springs, the cushion spring being 13½ inches and the recoil spring 2 inches long.

The Light will be exhibited in two models, one of 21/4 horsepower, the other of 3 horsepower; a 5 horsepower twin cylinder is under way, but is not yet ready to be uncovered. By his method of advertising Manager Sherman, of the Light company, has contrived to create considerable curiosity over the new line which will be satisfied to-night. Both models will employ Thor motors, the 21/4 horsepower model employing 5/8-inch roller chain drive, while the 3 horsepower will use the new Thor pinion gear enclosed in the motor base where it constantly runs in oil; this gear, of course, eliminates the counter shaft. The motors of both models will be mounted in a newly designed drop truss frame which affords a low saddle position. A new design of muffler also will be employed. The arrangement of the coil on the Lights will be rather novel. One of its wires is very short, thus bringing the coil in close connection and adding to the life of the batteries. Sager spring forks will be the standard equipment on both models.

Four distinct models will comprise the exhibit of the M-M 1908 line. They are the "Roadster," "Special," "Twin," and "M-M Jr.", the second and third being entirely new machines, and the others, improved models. New features presented this year are the new idler device for the chain, which does away with the belt idler formerly employed; improved carburetter and muffler; newly designed cylinder and head construction; and specially designed spring forks. A priming device mounted on the tank provides means of injecting fuel directly into the cylinder by simply depressing a button. The M-M Special also has a new and improved form of battery box mounted in the rear of the frame,

The Curtiss exhibit will conprise the regular single cylinder machine of  $2\frac{1}{2}$  horsepower, and the 5 horsepower twin cylinder, which made the Curtiss reputation; in addition there will be shown two racing machines, one of single cylinder construction, and the other having the 8-cylinder, 40 horsepower motor. Among the improvements to the Curtiss line, will be observed the new grip control on the throttle, and the new lifter mechanism.

#### Blaming the Spark Coil.

It would be interesting to learn how many men discover something radically wrong with the spark coils on their motorcycles in the course of a year's running, and how many times out of the ten they are wrong. Just because the average man cannot quite understand how a coil works, it is not proved that its maker shares his ignorance. Generally speaking, the man who knows enough to wind a coil, knows enough to wind a pretty good one. It is a good rule to change batteries and resume your ride as soon as any electrical trouble has been definitely and finally located anywhere inside the coil box.

#### Graphite Stove Polish as a Furbisher.

For a motor which is beginning to look old and weather worn, nothing is better than a coat of good graphite stove polish, put on with water and brushed well into the surface. It gives a good firm color and does not burn off, in addition to which it prevents the creeping of rust. The same treatment should be applied to the exhaust pipe and muffler whenever they begin to grow red or grey. The greatest advantage of the stove blacking is that it may be applied to a rough surface even better than a smooth one, and that it requires little time to apply it, and no time for it to set or dry. It is best when put on while the motor is just warm enough so that the hand can be laid upon it comfortably.

#### Trouble from Holding a Stolen Bicycle,

Buying a bicycle cheaply from a tsrange man, changing its appearance and refusing to give it up when called upon by the owner from whom it was stolen, has gotten Hugh McCullough, a Long Beach (Cal.) dealer into trouble. McCullough bought a good bicycle from a stranger and after altering it somewhat put it up for sale. The owner from whom it was stolen came along and identified it as his property. He demanded that it be given up, but McCullough refused, with the result that he has been arrested on a larceny charge.

#### What Battered Nuts May Tell.

Battered nuts are the telltales of the novice and the tinker. Every time the wrench is allowed to slip on the nut and the corners are rubbed over, a mark is left which is unmistakable. More than that, each slip of this sort, makes it easier for the same thing to occur again, until finally the wrench will have no gripping power at all and the nut will be practically ruined. It should be a matter of pride with the careful rider to have every part of his mount lock as clean and neat as possible and show no traces of such blunders.

#### Bad Effect of Oil on Insulation.

It is a curious and rather to be deplored fact that oil when allowed to come into contact with high tension ignition wire soon so far disintegrates the insulation as to render it practically useless. This explains why the motors on many old machines which have oil tanks located above the cylinder, have a playful habit of misfiring at times, and are prone to give off smart shocks to any one who investigates their "works" too closely.

## The Indian to th

At Madison Square Garden November 1908 INDIA



2¾ H. P., Single Cylinder 3½ H. P., Single Cylinder 5 H. P., Twin-Cylinder,

All Equipped With Mech

#### **NEW FEATURES**

Mechanically operated inlet valve.
Increased horse power.
Improved G & J Tires.
Standard No. 3 Motorcycle Pedals
More spring to Cushion Fork.
Gasoline shut-off, operating with needle valve.

The 5 H. P. Twin Indian is the masterpiece of Oscar Hedstrom, two only minimum power for regular road work, and reserving tr

## Watch the Twin Indian v

Advance circulars giving full description and i

## Hendee Manufacturing Com

DIST

F. A. Baker & Co., 37 Warren St., New York City. for Greater New York and Long Island.

C. C. Hopkins, 759 Gough St., San Francisco, Cal. for the Northern part State of California. Whipple The Motorcy

## Front As Usual

to 9, Will be Found on Exhibition consisting of

- - Price \$200.00
- - Price \$225.00
- - Price \$250.00

**Operated Inlet Valves** 

#### OPTIONS

Gear or Chain Drive.

Battery Case to take Standard Dry Cells.

Magneto Ignition, \$40 extra.

Brooks B-100, B-100-4, B-90-4 Saddles.

Blue, black or Indian red.



ul cylinders, exerting constant tension on the driving mechanism, using ous power for bursts of speed and triumphant hill climbing.

## h its Mechanical Valves

ons of 1908 INDIANS mailed on request.

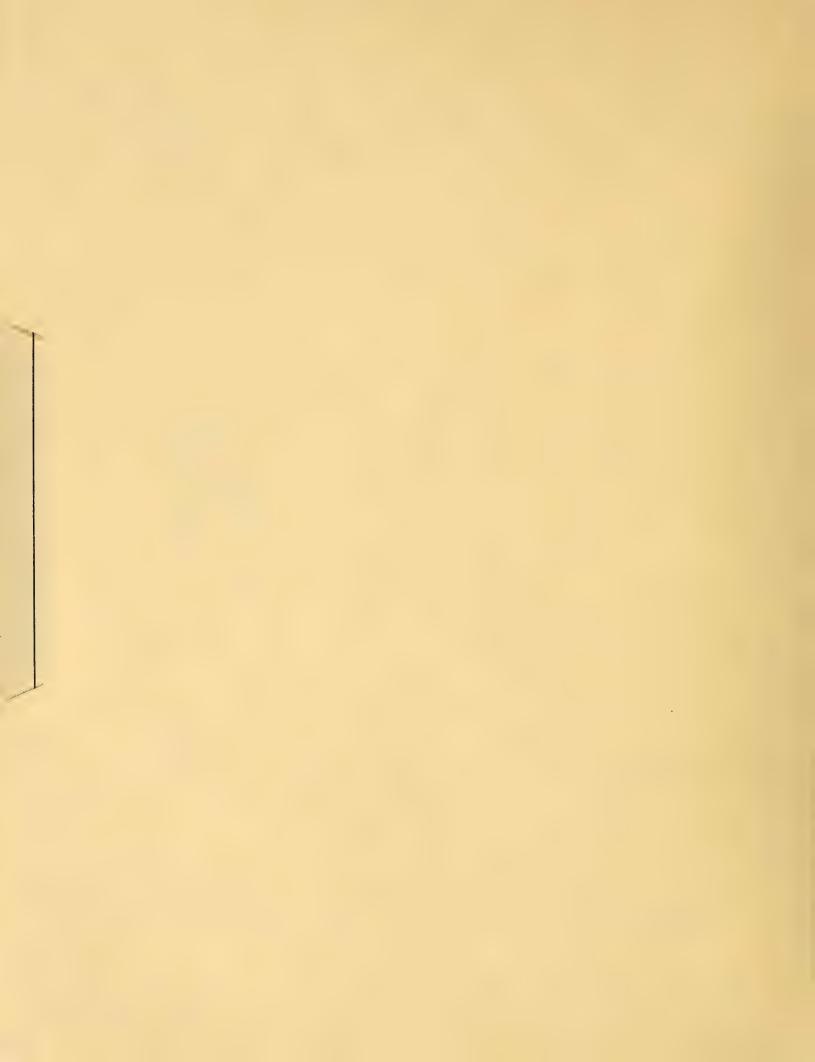
## - Springfield, Mass.

W. Jackson Blvd., Chicago, Ill.

RS

C. W. Risden, 223 W. 8th St., Los Angeles, Cal. for the southern part State of California.

Wisconsin Motorcycle Co., Monroe, Wis. for the State of Wisconsin.



# The Indian to the Front As Usual

At Madison Square Garden Novembe 2 to 9, Will be Found on Exhibition 1908 INDIAIS consisting of



2¾ H. P., Single Cylinder - - - Price \$200.00 3½ H. P., Single Cylinder - - - Price \$225.00

H. P., Twin-Cylinder, - - - Price \$250.00

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Wisconsin Motorcycle Co., Monroe, Wis. for the State of Wisconsin.

#### The Genesis of Motorcycling in Ame ica

To all practical intents and purposes the beginning of motorcycling in America dates from the year 1900. It was in July of that year that the Waltham Manufacturing Company, Waltham, Mass., produced what it is proper to style the first American motor bicycle—the Orient.

For two or three years previous to the debut of the Orient, piecemeal reports from abroad had reached this country about motor bicycles, particularly the Werner, but these reports merely excited a little passing curiosity; for at that time the American conception of the motor bicycle may be said not to have existed save in the fancy of a few extremists. It did not then seem possible to affix an engine to a bicycle.

It is true that at least two years previous to the appearance of the Orient, the name given the Waltham product, that motor tricycles and quadricycles had been in use in this country, but the varying condition of American roads made it apparent that no three track vehicle was destined to prove popular, at least not until the conditions of the roads should improve to a wonderful and wholly unlooked for degree. The quadricycle of that period was similar to the so-called tricar of to-day, except that it had four wheels instead of three.

Even before the Waltham Mfg. Co. had built its first motor tricycle, Kenneth A. Skinner, of Boston, had imported a number of De Dion motor tricycles. He brought over the first one in 1897 and it was he who induced the Waltham Mfg. Co. to embark in the manufacture of three-wheelers. He sold them the De Dion motors with which they were equipped. During 1898, 1899 and 1900 Skinner imported a number of the De Dion tricycles and opened a store in Boston. Skinner sold a few of them, but his biggest business consisted in renting them to Harvard students and a few others. Like all pioneers, he had a hard row to hoe and, of course, lost money.

Despite the efforts of Skinner and of the Orient people the motor tricycles and quads made little progress, for everything of a cycle nature then was on the decline. The air was hissing out of the deflating bicycle boom and when the \$40,000,000 dollar bicycle trust was formed, the boom was squeezed flat. It compressed the energies of about 40 factories into small space and took all the life of competition out of the business and left it even flatter than before.

Due to the prevailing depression the Bicycling World was quick to see that something must be done and that the only solution appeared to present itself in the motor bicycle. It was plain that no three wheeled vehicle would be successful on the give-and-take roads of America, as the attempts to popularize pedal tricycles very many years before had demonstrated. Realizing that the bicycle business needed a stimulant the Bicycling World, in 1899 and 1900 began a campaign in favor of the mo-

tor bicycle, and as the staff of this paper was on friendly terms with C. H. Metz, the manager of the Orient factory, and with W. D. Gash, his right hand man, they added personal argument to printed persuasion. Charles A. Persons, of the Persons Mfg. Co., who later became interested in the Royal motor bicycle, then rode a motor tricycle, and as he was easily converted and quick to see the possibilities of the two wheeled machine, the Bicycling World missionaries secured a valuable ally in him. With his aid Gash was won over, but Metz was hard to convince, which looking backward, seems strange in view of the fact that he had for some time previously been mak-



Interested.

ing tandem motorcycles for use on the track for pacing purposes.

Finally Persons worked Metz into a receptive mood and brought about a dinner at which Metz, Gash and Persons and R. G. Betts and F. W. Roche of the Bicycling World staff were present. It was held in the early summer of 1900 in Woodland Park Hotel, Auburndale, Mass., a mutual suburb of Boston, where the Bicycling World offices then were located, and Waltham, the home of the Waltham Mfg. Co.

The advisability of building motor bicycles was there and then threshed to a finish, the discussion lasting several hours. Mr. Metz was hard to win over, but finally gave way to the arguments of the other four and the Orient motor bicycle was the result. The ground, once broken, others followed the lead of the Waltham Mfg. Co., and in the next year a number of machines made their appearance. E. R. Thomas of Buffalo, who previously had built a few motor tricycles in Canada, removed to Buffalo and established the first factory in America devoted exclusively to building mo-

torcycles. Tricycles were its first product, but in 1901 they gave way to motor bicycles, and in his first year Thomas turned out several hundred of them. From that time forward motor tricycles lost their hold and it has been only in the last year or so, and when the roads are not possible of comparison with the highways of a decade ago, that the so-called tri-car has taken hold again.

Following the conversion of Metz, R. G. Betts, now president of the Federation of American Motorcyclists, followed up the movement by calling a meeting in Boston in August of 1900, for the purpose of organizing the first American motorcycle club. He issued a call that brought together some fourteen men, several of whom like Betts himself, could own only to having ridden Skinner's rental tricycles or one borrowed from Metz. The meeting ran away from its stated purpose and against Betts's protests, resolved itself into a "national" organization, styled the Associated American Motorcyclists. Although nominated, Betts refused to accept office. It is doubtful if at that time there were 250 motor tricyclists in the whole country, and failure was foreordained. The "national organization" never held another meeting and was never again heard of.

Probably in due time the movement for motor bicycles would have attained motion without effort of the sort, but at this time when their popularity is on the increase, it is of interest to recall the first efforts that led up to the existing-state of affairs.

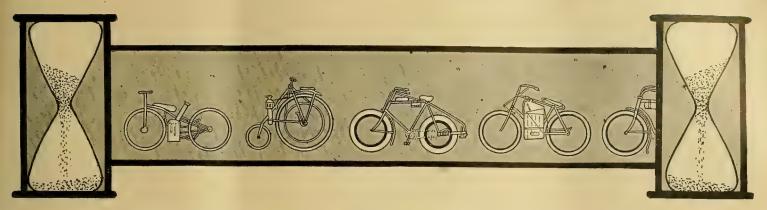
#### Boynton's "Bicycle Railway" up Again.

E. Moody Boynton, "inventor of the bicycle railway," will not be squelched. He appeared before the railroad commissioners at Boston last week in support of his petition for authority to issue \$500,000 in capital stock and \$500,000 in bonds to the Boston, Ouincy and Fall River Bicycle Railway Company. He declared that his company had secured rights for the entire distance and that it proposes to run upon private property practically over the whole route, except a short stretch in Boston and another in Quincy. The company has planned to build, the persistent Boynton stated, at present, only that part of the line from Quincy to Brockton, and to run cars every 15 minutes.

#### About Keeping the Motor Secure.

Any looseness of the motor in the frame should be permanently remedied as soon as discovered. Even a 32d of an inch of motion may give the motor play enough to tear itself away from its fastenings, and permit it to get so far out of line as to cause further and more serious trouble.

Motorcycles and How to Manage Them, 140 pages. Price 50 cents. For sale by The Bicycling World Co., 154 Nassau street, New York.



#### Development of the Motor Bicycle

Egyptologists lately have discovered, or at least claim to have unearthed proofs that most of the latter day inventions were existent some four or five thousand years ago, and since that time merely have undergone the process of perfection. Instances are cited to prove that the first turbine engine was invented by the Egyptians and that Archimedes devised this mechanical contrivance by which the fields could be watered when the Nile was low; that the phonograph was in use in Egypt 4,000 years ago, and only perfected by Edison in the 19th century; that wireless telegraphy was used long before the Christian era, and that during the reign of Nebuchadnezzar the Egyptians had rural free mail delivery over every highway in the kingdom.

In view of these discoveries it would not be surprising to learn that old Diogenes rode around on a motor bicycle equipped with an acetylene gas lamp instead of the

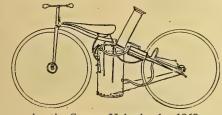


Highflyer, 1876.

legendary lantern in his fruitless search for an honest man, but until that fact is proved satisfactorily the present generation will have to accept the records bearing on the development of the motor bicycle.

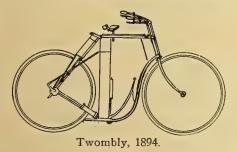
There are many persons, no doubt, who, upon viewing both automobiles and motorcycles at the Madison Square Garden show which opens to-night, might be led to the conclusion that, while not exactly an evolution of the motor car, the motorcycle was an afterthought or after-development, and came into being at a later period than did the four-wheeled motor vehicle. The reason

for such an erroneous impression is readily conceivable. It would seem to the uninitiated, those who have watched the progress in evolution of the automobile, and more particularly those who have attended successively the automobile shows held in this country, that the motorcycle is something new—a machine that has been known only in the last few years, for the reason that it has been exhibited in but few shows, and never so prominently brought to the fore as on the present occasion. Unquestionably motorcycles have but recently



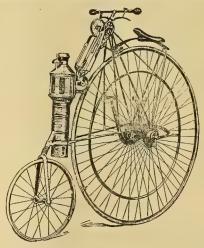
Austin Steam Velocipede, 1868.

attained the popularity they enjoy, by which is meant during the past few years; so has the automobile for that matter, and the same condition for both has been brought about by the gradation of progress ensuing from experimentation, advancement of ideas, enhanced ingenuity, and increasing facilities that makes possible the onward march of civilization. The motor bicycle made its first appearance in this country, however, at about the time the



frenzied bicycle boom had collapsed, and when anything of bicycle form was viewed askant. Like many another good thing the bicycle had been overdone, and the resultant nausea had caused press and public to turn

from it. They sought a new god and they found it in the automobile. A few wealthy folk and social lions took it up, the daily papers whooped it up, and it became the craze, while motorcycles were almost lost sight of. Hence the popular notion that automobiles came first, and motorcycles afterward. But despite the fancy that the motor bicycle is a twentieth century creation and seemed to have followed the automobile, it was, as stated, the forerunner of the automobile, and it is a fact that the experimentation in the early motorcycles was responsible in a large measure for the later birth of its four-wheeled cousin. Motor tricycles came first and had attained a fair state of perfection before the automobile claimed public notice. Daimler, De Dion,



Copeland, 1884.

and practically all of the other pioneers who since have earned fame and fortune through the medium of automobile manufacture, first built either motor bicycles or motor tricycles before undertaking the invention and production of four wheeled vehicles.

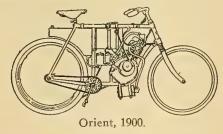
The bicycle idea itself dates back some three hundred years. There still exists, or did until a few years ago and does yet, unless it since has been broken, in the Church of Stoke Poges, near Windsor, England, a window bearing date 1642, upon which is depicted an idealized design of a nude youth

seated astride a two-wheeled vehicle, the type generally known as the "hobby horse." The first sign of actual usage of a conveyance of the sort dates from 1816, and between that time and 1865, when cranks and pedals were first employed, many crude and varied types of manumotive vehicles were produced. In line with this, it was not long after Dunlop had produced the pneumatic tire in 1889, and while it was being hailed as the wonderful invention of the age, that it was proven that it was not new, and records were brought into evidence to show that the pneumatic tire had been invented and patented by a man named Thompson in 1848, some forty-one years previously. All of which merely is to illustrate that Sol-



omon, or some other antique, who exclaimed that "there is nothing new under the sun," was not so far wrong in his assertion after all,

There is evidence that as early as 1868, bicyclists or velocipedists, as they were then designated, felt the necessity for something that would help them up hill and against the wind, and that in that year at least one of them, W. W. Austin, of Winthrop, Mass., contrived and attached to his velocipede a coal burning steam engine. In the absence of other proof this Austin vehicle may be accepted as the original embodiment of the motor bicycle—the forerunner and "great-

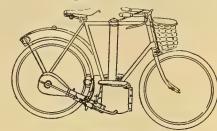


grandfather" of the now large and increasing family.

The first record of a combustion engine employed to drive a vehicle is that of Lenoir, a Frenchman, who, on January 14, 1860, took out a patent for a "moteur dilate par la combustion des gaz," and explained the invention as consisting "in the first place in the use of illuminating gas in combination with air, ignited by electricity, as motive force." The patent specifications were explained at great length and broadly recited that not only illuminating gas, but other gases, might be employed. The first gas driven vehicle was built by Lenoir, and while it was not a bicycle, it was the development of Lenoir's motor that made pos-

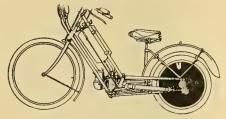
sible motor bicycles and all other forms of motor driven vehicles.

If any one abroad made an effort to produce a steam bicycle the fact has yet to become known. The nearest approach to anything of the sort was a tri-wheeled machine, described as a "velocipede tricycle." This machine was described and illustrated in an English publication in 1876. The "Highflyer," as it was named, was equipped with two small engines, "fitted by means of a



Volta (French), 1895.

suitable arrangement" to the interior of the front fork. Over the rear wheels was supported a "little copper boiler and petroleum furnace." It is supposed that the steam was carried from the boiler to the little engines through the frame of the vehicle and was regulated by a turn-cock placed near the fork crown. The driving rods communicated with the cranks on the main axle.



Duncan (French), 1897.

The "Highflyer," as will be seen from the illustration, had one large driving wheel in front of two small wheels. The origin and history of the machine is very vague, however.

In contradistinction to this rather fanciful conception, Austin's steam velocipede of 1868 is yet carefully preserved, and has been publicly exhibited several times within the last decade. The Austin creation is crude and ungainly in appearance, but despite its appearance of unstability, the



Werner (French), 1898.

Massachusetts inventor affirmed that it was ridden more than two thousand miles, notwithstanding the fact that the boiler and smokestack were located close to the rider.

For a time, and in fact, until the comparatively recent discovery of the Austin machine, what was considered to be the original American motorcycle was the steam bicycle devised in 1884 by L. D. and W. E. Copeland, two California experimenters. The engine and boiler formed a compact and ingenious invention, and inclusive of the driving pulley weighed but one pound twelve ounces.

"The speed of the pulley is seven revolutions a minute," according to a description by the Bicycling World of March 27, 1885, which goes on to say: "Enough water can be taken into the boiler to last an hour, and the power of the engine is sufficient to drive the fifty-one-inch bicycle about twelve miles an hour on the floor, or about one



Roper, 1896.

mile in eight minutes on the road; hence it will be seen that it would be quite an assistance to the feet in propelling the machine. . . . By unscrewing a couple of bolts the engine can be removed, when there remains the Star bicycle, pure and simple."

The engine was attached to a lever driven Star bicycle and could readily be removed from it. After exhibiting the machine throughout California one of the Copelands case East with it and interested the manufacturers of the Star bicycle. The latter sought to improve upon it by employing a more powerful engine and adapting it to



Hafelfinger, 1900.

a three-wheeled vehicle. Several steam tricycles suitable for two passengers were constructed by Copeland himself, and although they operated satisfactorily, the public had not quite become ready to accept such a radical departure and notable advancement, and the machines were lost sight of and remained dear only to the memories of a few enthusiastic inventors and riders. Like so many inventors, Copeland and his motor bicycle and tricycles were so far ahead of the times that, as was the case with Thompson and his pneumatic tire, he had his labor for his pains.

The only other steam bicycle of which there is authentic record, was one made in 1896 by S. H. Roper, of Roxbury, Mass. It consisted merely of a Columbia bicycle to which Mr. Roper had attached a steam engine of his own invention. It weighed 150 pounds, but despite its weight and awkwardness, he was able to get considerable use out of it and, as a matter of course, to laugh at his fellow cyclists when hills or headwinds were encountered.

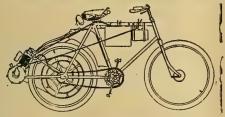
Before Mr. Roper's effort had materialized the gasolene motor had attained a degree of perfection and in the year previous, in 1895, the first public exhibition of American-made motorcycles, those propelled by explosive motors, had been held in Madison Square Garden, where this show is taking



Sager, 1900-01.

place twelve years later. They were displayed at the cycle shows held that year. and had been placed on the market the previous season by the Motor Cycle Company of Cleveland, Ohio, fathered by the much lamented and meteoric E. J. Pennington. When Pennington established himself as the Motor Cycle Co., he did some spreadeagle advertising in the cycling papers during 1895. The machines were exhibited at both the Chicago and New York cycle shows of that year where they attracted a deal of curiosity.

Pennington's splurge was supposed to be a pretentious one and it did not develop until later when he went abroad and left

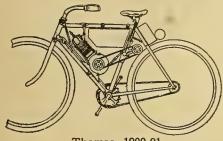


Anthony, 1900-01.

behind many mourning creditors that so far as was known, the only machines manufac tured were those exhibited at the shows. Those really did run, and as fire departments were then not so cautious as at the present time the Pennington motorcycles were demonstrated in the basement floor of Madison Square Garden besides on the nearby streets.

Two types were exhibited at the show that year-a motor bicycle and a motor tandem. Many people were given opportunity to ride in the front seat of the tandem and with its four-inch pneumatic tired wheels it certainly was a wonder. While the Pennington machines were equipped with a gas motor it was not of the type used to-day

and as a matter of fact little ever was known of its mechanism or of the ignition and carburetting apparatus. The motor was attached to an elongation of the right rear stay and operated on the locomotive principle with an exposed piston rod. It was claimed that kerosene was used and that one gallon of it was sufficient to propel the machine 200 miles. Pennington's dominant characteristic consisted then, as it is now, in making broad statements, and



Thomas, 1900-01.

this was one of them. Pennington claimed to control a patent that covered "any fluid engine or wheeled vehicle having pneumatic tires." The assertion was made that the engine on this machine could run on any oil, but that he used kerosene as furnishing the greater explosive properties. This was a prevarication, as it later was proved that gasolene and not kerosene was the fluid employed. The frame tube was used to convey the fluid to the motor, which was controlled by pressure of an electric push button located on the handle bar.

Pennington's claim, staggering in immensity, was made at a time when cycling was on the top wave of popular frenzy, and when automobiles were but just beginning to excite mild curiosity. There was no real interest in motorcycles or automobiles, and Pennington and his schemes were considered visionary. The motors were prone to overheat on the slightest provocation and they proved a failure, but they served to interest persons who later were directly responsible for the popularization of the



Marsh, 1900-01.

motor bicycle in America. As remarked before, Pennington disappeared and went to Europe, leaving many creditors behind. He reappeared later when people had almost forgotten him, that is, those who had not invested in stock in his company, and since that time he zealously has promoted many multi-million-dollar corporations.

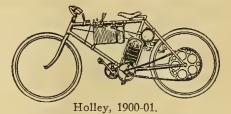
It was not until the year 1900, however, that any real interest in motor bycycles was manifested, and that the movement began to assume definite shape. During the two previous seasons the motor tricycle and quadricycle had attained considerable popularity abroad and modest popularity in this country, but it soon became apparent that no two track or three track vehicle of the cycle type would prove generally practical for use on American roads. As the Bicycling World persistently pointed out, the single track bicycle offered the only solution, and it was following the urgings of some of his intimates that Charles H. Metz, of the Waltham Mfg. Co., makers of the Orient bicycle, was convinced of this fact. It took some time to make Mr. Metz see the light, which was surprising in view



Edmond, 1900-01.

of the fact that his company already was making motor assisted tandems for use on the tracks for pacing purposes. However, Mr. Metz was convinced that the two wheeled motor vehicle was destined to become the thing, and the first Orient motor bicycle made its public appearance at a race meet given at Charles River Park, Tuesday, July 24th, 1900. It made its debut auspiciously, and in a manner that electrified 20,000 people. Ridden by Albert Champion, the then-famous French rider, it covered five miles in 7:16%, the time by miles being 1:263/5, 2:54, 4:22, 5:491/5 and 7:162/5.

This Orient marked the beginning of the motorcycle industry in America. For while earlier motor bicycles may have been made,



they were merely private creations or experiments that counted for nothing. The Orient was the first one built by an established manufacturer and offered for public sale. Following its appearance, a number. of others made their appearance in various parts of the country. Machines built by George M. Holley, Bradford, Pa.; E. R. Thomas, Buffalo; P. G. Fleming, New York City; J. H. Sager, Rochester; E. J. Edmond, Mattewan, N. Y.; Wm. T. Marsh, Springfield, Mass.; R. M. Keating and Oscar Hedstrom, Middletown, Conn.; Oscar S. Lear, Columbus, Ohio; E. J. Anthony, Colorado Springs, Col., and Emil Hafelfinger, Hoboken, N. J., were among these pioneers. Mr. Thomas in particular,

threw his heart and capital into the business and set up the first plant ever devoted exclusively to the manufacture of motorcycles.

Within a year the tricycle and quadricycle had become passe, and in this country, at least, their manufacture practically ceased. The all around superiority of the

motor bicycle so strongly asserted itself that it was not to be denied either in America or abroad. In Europe several crude types had been produced as early as 1894 and 1895, but the tide turned so strongly to tricycles that the two wheeled vehicles were lost sight of. It was not until M. Werner of Paris, produced his motor bicycle in

1898 that the manufacture of this type commanded serious attention. Its success and the success of the American machines aroused smouldering interest in France, Germany and England. The attention concentrated on the motor bicycle at that time has resulted in the stupendous growth of the industry that to-day exists.

#### Why the Maker Insists on the C.O.D. System

So rigid is the C. O. D. rule of motorcycle manufacturers in shipping machines that every once in so often a dealer or a private purchaser is grievously offended, particularly when he is blessed with a proud reputation or a good commercial rating which he has taken a pride in maintaining. They regard it as something of a reflection on their honesty or ability to pay and resent it accordingly. That the manufacturer is under the necessity of protecting himself by the C. O. D. system, however, because of the peculiar conditions of his business is a phase of the question that is seldom considered, but it is a phase which all the manufacturers are painfully aware of.

One prominent maker, in explaining the situation, declared that owing to the ignorance of many dealers and the average purchaser concerning the care of motorcycles, the manufacturer who did not send his machines out on the C. O. D. system would soon find himself in hot water and deep difficulty because of machines returned as being "no good" when only the ignorance or inexperience of the purchaser was to blame.

"There is no article in the sale of which more risk is involved," he said, "and not due to any fault of the article, but the lack of information on the part of the buyers. It is nothing short of surprising how little knowledge of motorcycles many purchasers have, and when some little minor difficulty besets them, such as could be remedied in a moment by an experienced rider, their first impulse is to return their machine and demand their money of the dealer of whom they made their purchases. If the dealer does not succeed in correcting the trouble, like as not he in turn wants to throw the machines on our hands, and there you are! We must protect ourselves from that sort

of thing. The instance of the fly in the feed pipe which the Bicycling World cited a couple of times is a fair illustration of what we sometimes have to contend with. The owner of the machine could not find the fly, nor could the local repairman and other "experts." It led to voluminous correspondence, to demands for the return of the purchase money and to threats of law suits, and even to the employment of a lawyer. Yet when the machine finally was shipped to the factory the symptoms were plain and the dead fly which obstructed or partly obstructed the flow of gasolene was quickly discovered and when it was removed everything was in perfect running order.

"I have known other purchasers to send their motorcycles back as worthless when examination shows that nothing is the matter except that the batteries are dead, or their contact points were too far apart, or too close together. Why, only recently an owner of a well known machine had so much trouble with it that he apparently was convinced that he had been swindled. His motor would spin around, but no service could be gotten out of it. When the manufacturer was called upon to give the purchase money back it was found that there was no other difficulty than that the nuts on the compensating sprocket needed tightening so that the power could be transmitted to the rear wheel.

"It would be impossible for a manufacturer to do business if he were to be at the mercy of every one who wanted to ship a machine back every time he had a novice's trouble. It would be unjust, too, in view of the fact that the makers know that their machines are right when they send them out and that they will prove entirely satisfactory when properly handled or when the

purchaser has passed his period of blundering.

"Now that two-cylinder machines are becoming popular there is likely to be some more of this kind of difficulty with purchasers during the period when they are learning how to handle them. Even owners of single-cylinder motorcycles will have something to learn when they get a two-cylinder. Not long ago a rider got a two-cylinder machine which failed him about 50 miles from home. It stumped him so completely that he wired for the dealer who had sold him the machine, to send a man to fix it. The man made the journey by train and quickly discovered that a simple little clamp on the frame had become loose and had shifted to a position where it interfered with the action of one of the motor valves. It cost the owner a pretty penny, which included more than the repairer's railway fare.

"Generally speaking, the troubles which riders encounter and which look so big to them, are in reality trifling derangements which with even a short experience or a little real thought will correct. We can supply them with good machines, but we cannot furnish brains to go with them. Knowing this the manufacturer is justified in taking the stand that he should not suffer for the temporary anger and misunderstanding of those who are unfortunate enough to have little difficulties at the start, particularly as no reputable manufacturer will refuse to make good any real defect in his machines if they exist. It is possible that knowledge of motors may become so general and that the education of dealers and riders may become so complete that it may be possible for us to do away with the C. O. D. system, but it is certain at any rate that that day is not yet in sight."

"Please renew my subscription to the Bicycling Word and Motorcycle Review; enclosed is the necessary amount. I find that the articles pertaining to the motorcycle are of great assistance in keeping the machine in good running order."—Harry D. Hannah, Montclair, N. J.

"After reading several copies of your paper I find it would be foolish for me to try to get along without it. Start now to send it to me and I will remit the price on receipt of bill."—A. T. Wilson, Philadelphia. Pa.



"Enclosed find check for \$2 for which kindly renew by subscription to the Bicycling World. I could not possibly be without it for very long, as I can truthfully say I have gained from it all my knowledge concerning the intricacies of motorcycles. I can recommend it to all motorcyclists as the most educating magazine of its kind published to-day."—John K. Clemens, Cleveland, Ohio.

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.

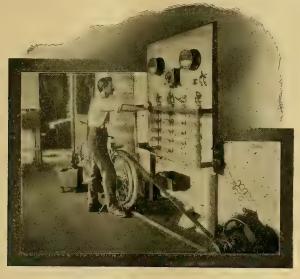
#### Horsepower, What It Is and How Measured

All questions of profound theory and thermal action aside, what constitutes beyoud a doubt one of the deepest and most puzzling mysteries to the man in the street, is, or rather are the various methods of measuring the horsepower of any motorfor there are several in common use-and how they are applied. That the methods themselves are fairly simple and easy to understand, mechanically speaking, must be so, because they are in daily and even hourly use in factories and shops where pressure of business and the demand for economy forbids the use of either tedious or expensive laboratory methods. Basically, the only real difficulty comes in obtaining a clear understanding of the term horsepower, and in applying it to the processes employed.

However the various methods may differ in detail, they agree uniformly in that they from a knowledge of the amount of water lifted and the height through which it is raised.

The most common form of absorption dynamometer—the prony brake—is both simple in practice and simple in theory. Some form of friction brake shoe is applied to the rim of a wheel driven by the motor, as for instance, the rear wheel rim of a motorcycle, and an arm to which the brake is attached, is suspended from a spring balance, or rested on a platform scale so that the amount of force necessary to keep the brake and wheel from revolving together may be weighed.

When you turn the crank of a grindstone, applying a pressure of ten pounds to the handle and moving your hand through a distance of three circumferential feet per revolution, you are doing thirty foot-pounds



Measuring Horsepower by Electricity.

absorb the power generated by the motor, and in such a way that the resistance to its motion, which counterfeits the load it must pull when on the road, may be converted into known units such as pounds and feet, amperes and volts, or whatever may be demanded by the device in use. In some instances the measuring process uses up all the power, as in the case of the prony brake, while in others it is merely incidental to the business of transmitting power, as in the case of the electric system. The former class are termed absorption dynamometers and the latter transmission dynamometers. In the first case, the principle is the same as though a brake were applied to a rotating wheel and then the power required to keep the brake from turning with the wheel were measured. In the second, the method is precisely that which would be involved in pumping a known volume of water from a low tank into a high one. The water is raised, that is to say, work is done by the motor, but at the same time the exact amount of work done may be determined

of work per turn, and if you make the stone revolve fifty times per minute, you are doing thirty times fifty, or fifteen hundred foot pounds of work. If now some one else takes hold of a second crank on the opposite side of the stone and turns against you with sufficient force to make the shaft revolve in the opposite direction, and at the same speed, while you still apply the same force to your crank, and are doing the same work you did before, the other fellow is doing exactly the same amount of work also. This must be so because if he were doing any more, the shaft would turn faster against you, and if he were doing any less it would turn more slowly.

The principle is exactly the same with the prony brake. Measuring the pull on the brake, also measures the work being done by the motor, and knowing that pull, and the "crank arm" through which the brake works, you can readily convert the pull into foot pounds per minute, and so into the required horsepower. The method is simple and the principle is equally as easy to understand once the unit of the foot pound of work per minute is understood to be just as much a fraction of a horsepower as an inch is a fraction of a foot. An inch is 1-12 of a foot, and a foot pound is 1-33,000 of a horsepower. To measure horsepower then, all that is required is to separate the resistance obtained into feet and pounds and divide the product by 33,000.

Perhaps the more popular method of measuring horsepower at the present time in shops where a sufficient amount of testing is done to make it an economical one, is the electrical method, which belongs to the second order of dynamometric processes and permits the power to be measured while being transmitted and used for some other purpose. A convenient and inexpensive way of applying this system is that pictured in the accompanying illustration, which shows the testing of a Yale-California motor at the Toledo factory.

Here the rear wheel of the machine under test is simply belted to a small dynamo which it drives, thus generating electricity. The current produced may be used in lighting lamps about the plant, or in the test room, charging accumulators, or for any other useful purpose; or it may simply be absorbed in some form of electrical resistance, such as a salt water rheostat. It makes no difference where the current goes to, once generated. It is possible to measure it while it is being made, and in terms of volts and amperes, which are known to have a direct relation to the elusive horsepower. By varying the resistance in the dynamo circuit either by cutting in or out several lamps, or altering the depth of the plates in the salt bath of the rheostat, the "load" may be varied to correspond.

By reading the instruments on the switch-board in volts and amperes, and multiplying them together, a product is obtained called watts, which is directly related to horse-power—is in fact, as much a fraction of a horse-power as a foot pound is, or again, as an inch is of a foot. Only, where the inch is 1-12 of a foot, the watt is 1-746 of a horse-power, or roughly, about 44 foot pounds, when measured minute by minute.

One particular advantage of the electrical over the friction brake method is that it requires no special adaptation of the machine itself for the test it is to undergo, throws no extra or unusual stresses upon it, and, in fact, allows it to act just as it would if running on the road. This may be seen readily from the fact that the pull of the belt corresponds pretty closely to the drag of the road on the rear wheel, the only difference in the case of the test being that there is no weight to be carried by the machine, as would be the case were it in normal service. Another advantage is that it is a clean, close and accurate method, requiring a simple plant and one which may be used without alteration for motors of widely varying power.

743

#### AGE BEATS YOUTH IN 100 MILES

Veteran Wollenschlager First in C. R. C. A. Record Run—Fourteen-Year-Old Boy Finished in Second Place.

One hundred mile races, or record runs, as they are called, are designed to test the endurance of riders. A twenty-five mile race will bring out all the grit and pluck there is in a man, but a hundred mile race will show it up just four times as strongly. To ride one hundred miles in fair weather upon good roads, that is, in a race, is no child's play, but to finish first of 35 riders in such a race, with the wind blowing a 40mile gale dead against the riders for the first fifty miles and then having turned around on the home stretch to run into a pouring rain for the other half of the journey, is an honor of which any rider might well be proud.

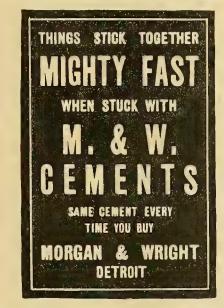
That honor came to Peter Wollenschlager, one of the good old veterans of the Century Road Club Association, last Sunday, 27th ult., when he won the annual 100 miles record run promoted by the New York division of the association. In Wollenschlager's case the ride is doubly meritorious, for while he is not quite as old as Methuselah when that Biblical character shuffled off the mortal coil, "Pete" ceased to be a boy some years after Mr. Chris-(not Kind, you lose your guess) Colombo paid his first visit to America. There is a tale to the effect that Wollenschlager was one of the first to invite Mr. Columbus to have a "smile" when he landed in this country, but the truth of this cannot be ascertained. And there is another yarn to the effect that Woolenschlager taught "Good Old" Dan M. Adee, now president of the National Cycling Association and also of the C. R. C. A., the gentle art of playing marbles, but neither will verify the report. At any rate, "Pete" is one of the veterans and has started in almost every road race in this section of the world for the past twenty years. When some budding Kramer was wont to remind Wollenschlager that he did not finish first, the latter replied: "Never mind, I'll show you youngsters yet!" Well, he certainly did last Sunday, and congratulations are coming his way.

However, do not think that Wollenschlager scooped up all the glory. Far from it. The finish of the race was a study in extremes. It wasn't a case of Age and Beauty romping in across the tape hand in hand. Age and Youth finished together, William Lamphear, typifying the latter. Wollenschlager is so many years young—prior to the half century mark it is designated "years old"—and Lamphear is the 14-year old lad who won third time prize in the Young America handicap at Atlantic City August 31. Wollenschlager had 1 hour 30 minutes handicap and covered the distance in 6 hours 25 minutes; Lamphear started

with the 55 minute division and rode the 100 miles in 5:55:00.

The race was a success despite the weather conditions, which made it an endurance test of the most pronounced sort. Thirty-five riders started and 22 survived, and every one of them is entitled to some glory for finishing. They started out with the wind blowing a gale from the east, dead against them, but industriously plugged along, with the expectation that after the turn at 50 miles they could sit up and coast home. Their calculations were upset, however, for just after the turn was made it started to rain, and before the finish at Bedford Rest, it poured with a vengeance.

Frank W. Eifler and C. M. Schlosser were the scratch men who finished and the former's time, 5:33:30, is a record as the best



NEW YORK BRANCH: 214-216 WEST 47TH ST.

time made in a sanctioned road race of the distance this season. A sprint between J. E. Fee and J. B. Hawkins, who had a personal grievance to settle, was spoiled when the latter fell on the slippery asphalt near the finish, Fee finishing alone. The summary:

			Hdcp	. Time.
Pos.	Name.	Club.		
1 P.V	Vollenscl	hlager, C.R.	C.A. 1:30	6:25:00
		ear, Browe i		5:55:00
		ett, C.R.C.A		6:36:00
		, Tiger W.		6:35:00
		C.R.C.A		6:47:00
		y, C.R.C.A.		6:33:06
		ies, Edgc'be		6:59:00
		Universal C.		6:41:00
		r, C.R.C.A		5:33:30
10 C. I	M. Schlos	sser, Brower	W. Stch	5:33:40
11 S.	Rein, Ro	y W	0:25	5:58:00
		I. Y. City		6:43:00
13 N.	Kind, E	dgecombe \	W0:40	6:18:00
14 S.	Benichaz	a, N. Y. City	y 1:20	6:59:00
15 J.	E. Fee, (	C.R.C.A	0:25	6:05:15
16 J. I	3. Hawki	ns, C.R.C.A	0:25	6:05:30
17 Wi	n. Fuchs	, C.R.C.A	0:55	6:36:00
18 W.	Lorey,	C.R.C.A	1:20	7:11:00
19 C.	Kind, Ed	igecombe W	7 0:40	6:45:00
20 G.	Steinhau	ser, C.R.C.A	1:30	7:40:00
21 M.	Vanden	Dries, Edge		
	C	ombe W	0:25	6:31:00
22 G.	Glunz,	C.R.C.A.,	,. 0:40	7:00:00

#### PELHAM PARKWAY FOR TIGER RACE

Twenty-five Miles Handicap on Thanksgiving Day to be Run on Cycle Path— Costly Prizes Offered.

If the 25 miles handicap road race to be held by the Tiger Wheelmen on Thanksgiving Day morning with New York City does not prove one of the few successes of the year, it will not be the fault of the promoters. And one who has ever attempted to secure a permit for a bicycle race to be run within the limits of Greater New York will realize what the Tigers were "up against" when they stated they would hold a race on Thanksgiving Day in New York City, so that the announcement this week will occasion some surprise.

The race will be run on the Pelham Parkway cycle path, the smoothest and widest boulevard in New York City. The race committee of the Tiger Wheelmen visited Park Commissioner Berry, who has charge of the Bronx parks, and who seems to be an official of the right sort, this week, and Mr. Berry promised a permit and also volunteered to assist in obtaining police patrol for the morning of the race.

The start and finish of the race will be at the south end of the boulevard near the Bronx Park entrance, and as the crowd at that point is always great on a holiday, the race undoubtedly will be witnessed by many thousands. A three mile stretch can be secured, which will allow for eight stretches or four laps to make up the required distance, so that the spectators can view the race even to better advantage than they could the great Industrial handicap at Atlantic City last August.

With the best prizes of the year up for competition a record breaking entry list should be secured. A brand new motorcycle, the make of which has not been decided, but will be on exhibition next week, will be offered for first place prize. The scratch men will battle for a diamond ring and with one of the fastest courses in America the venue, the record held by "Farmer" Blum stands in danger. These prizes are in addition to at least 25 others of varying values.

#### New Haven Sees Home Trainer Racing.

Home trainer bicycle races delighted a large crowd at the New Haven (Conn.) Armony, last Saturday night, 26th ult. The first race was a three mile match between Henry Wantsch and William Hall, the former winning in 5:08. Otto Welsch took Walter Olsen's measure in a heat at the same distance. Time, 5:51.

The Milwaukee Mc orcycle Club's race meet, which was on the calendar for last Saturday, 26th inst., was not run and is off. There was some hitch in securing the track, it is stated.

#### Luck vs. Care and the Parts They Play

One of the most difficult things in the world for many motorcyclists to understand is why others have so little trouble with their mounts. While they may have had plenty of good experience, may be accustomed to riding a great many miles in the course of each week, can name every individual part in the machine, and perhaps could even duplicate any one of them should occasion demand, yet they seldom ride more than a short distance without having trouble. By way of contrast, other riders whom they know, though understanding little or nothing of the principles on which the action of the motor depends, and are not even mechanical enough to replace a broken spark plug without crossing the threads, nevertheless manage to get along mile after mile with little or no trouble. "Luck" it may be called, but if luck it is, it seems strange that Fate should treat some riders so very kindly when its dealing with others is so hard.

The easiest way of dismissing the ever recurring question of why one man spends as much time repairing his machine as another may in riding, is to attribute it to the power of what is termed luck. But it is certain that the laws of chance are governed to a degree by circumstances within the control of the rider and that there must be more to it than just luck. It is not simply mechanical knowledge or handicraft, because some of the best mechanics turn out to be the most unsuccessful riders. It cannot be merely conservatism and caution in riding, because some of the most careful

and slow-going riders in the world, seem to be in trouble all the time, while some of the most reckless appear to gain an undeserved reward of success for all their chance taking. Probably the real reason is that those riders who have good luck give the mount whatever attention it deserves as a machine, without neglecting it, and without striving to "improve" it too much by the addition of their own inventions. Luck on the road, is distributed in punctures and jolts and mud, pretty much alike to all, but their effect depends largely on the gentleness or severity with which the machine is introduced to them.

When sewing machines first were introduced to the feminine public, they were received with general approbation, and the only criticism offered against them was that they would not always work. Now the only sewing machine that will not work is the sewing machine which is being run by a brand new owner. Years of effective service have developed a successful mechanism which usually behaves itself once the confidence of the user in it has become fully established.: With the motor bicycle, though mechanical faults may still exist, the confident rider and sympathetic rider, seldom reaches a point of despair. It is the fellow who is rash, or the fellow who does not or cannot understand what a machine requires, simply because it is a machine, who comes to grief.

In a general way, motorcycle troubles are apt to be magnified to an altogether unnecessary degree. Too many riders are apt to be confused by the mere fact that they are dealing with a machine, and to suffer because they make hard work of what may be in reality a very simple matter. The motorcycle puts a premium on the exercise of common sense. As a mechanical educator it is peerless, because it throws the rider upon his own resources. In this way the man who is clear-headed and ingenious, seldom encounters any serious difficulty, while the man who is readily confused by the first symptoms of trouble and is inclined to make hard work of it, almost invariably has more trouble than he can deal with.

Like any other mere machine, the motorcycle is absolutely subject to the power of reason. Common sense applied to the conditions discovered by close observation, invariably results in a measure of success, even if the rider be not a mechanic by training or an artisan by profession. The beauty of the machine is that all the ordinary care and repair it requires involves the use of only the simplest of tools, which may be handled profitably by any one possessed of but an average amount of cleverness. No machine shop is necessary, no laboratory, no deep insight into mathematics or chemistry. All that is required is the power to see things as they are in their purely physical relation, and to treat them according to the simplest principles of school boy physics. This is one of the strongest attributes of the motor bicycle, even as its simplicity and lightness recommend its use to one who would travel at will and unfettered by heavy or costly mechanism

#### Gasolene and How It Is Produced

Practically every one knows that gasolene is one of the many products of crude petroleum, and has a general idea of how the petroleum itself is obtained. The pictures of spouting oil wells and forests of derricks have been so numerous as to leave few in ignorance in that regard. But that the oil is a dark, almost black, and dirty mass and quite sticky, is not so well known, and very much less is known of the refining processes through which it passes before the clear, clean, almost colorless and practically invaluable gasolene is extracted from it.

Beneath a large cylindrical tank containing from 500 to 1,000 barrels of petroleum, a large fire is built. Petroleum, or crude oil, while cold, retains all its gases and vapors in a liquid state. When, however, they are heated, as in the case in point, the gases rise and enter a large funnel shaped hood at the top of the tank. From the small end of this funnel runs to coil of piping which is surrounded by water. The first vapor given off by the heated oil forms the highest test liquids—benzine, naphtha, gasolene, etc. The vapor, when it reaches the coil

kept cool by the water around it, is at once condensed, changes from a vapor to a liquid, and then flows into a second tank, technically known as a "mixer."

At this stage the newly made gasolene is full of impurities. To remove these, and particularly to eliminate the carbon with which it is heavily laden, it is necessary to give the gasolene a bath. This is done in the mixer, the lower end of which is funnel shaped. A pipe filled with small holes is brought up through the bottom of the mixer, and through the pipe cold air at high pressure is forced. A second pipe is brought into the mixer from the top; through this pipe a stream of sulphuric acid is let into the gasolene in need of a bath. The acid, being very much heavier than the oil, promptly proceeds to the bottom of the tank; here it encounters the inrushing air and is forthwith sent back to the surface of the tank. This is repeated until the acid and the gasolene are thoroughly mixed. The result is that every particle of carbon and other impurities is separated from the gasolene and absorbed by the acid. When this

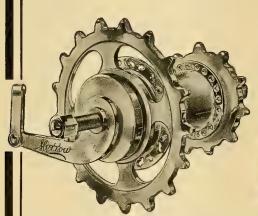
has been accomplished the incoming air is shut off, whereupon the dirt laden acid at once sinks to the bottom of the tank and is drawn off

The next move is to rinse the mixture and to remove what sulphuric acid remains. An alkali mixture is now poured into the tank of gasolene, and the air once more is sent rushing through the mixture. The alkali is thereupon washed back and forth until every remaining portion of the sulphuric acid has been gathered up. When this has been accomplished the air is once more shut off and the alkali sinks to the bottom of the tank, just as the acid did, and is run off, leaving only pure gasolene in the tank.

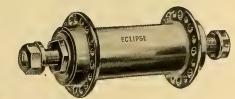
From the bottom of the tank leads another pipe, equipped with a number of stopcocks. An expert opens a valve and allows the gasolene to flow through the pipe. As it passes out the gasolene is tested, and the various grades of it—76 degrees, 74 degrees, 68 degrees, etc.—are separated and conducted to the respective tanks-in-which each is stored.

# Morrow Quality and Morrow Facilities

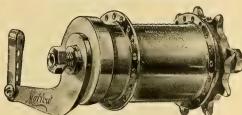
are at your disposal for your next season's requirements of Front and Rear Hubs.



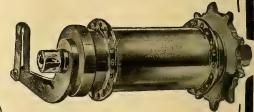
For Chain-Drive Motorcycles



Front Hubs to Match



For Bicycles



For Belt-Drive Motorcycles

#### Of course

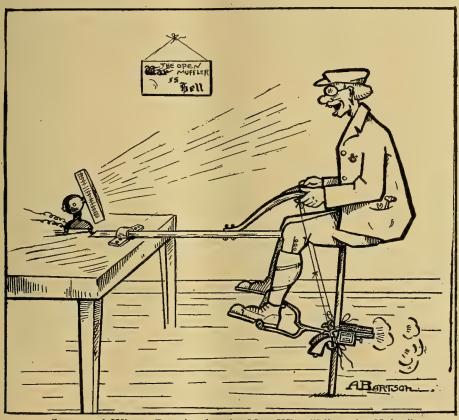
it is needless to say that on bicycles and motorcycles the **Morrow Coaster Brake** will be as it has always been, first among the best.

Eclipse Machine Company, ELMIRA N. Y.

# Mission of the Muffler and Its Abuse

Were the average man who does not ride to be asked his chief objection to motorcycles, the chances are about nine to one that he would answer, "the noise." Certainly the most objectionable factor in the every day use of the motor bicycle as it is most familiar to the general public, is the patter-patter of the exhaust, which, by day or night, rises above the roar of traffic in the city streets, or punctuates the still air of the country-side with an unwelcome staccato. Occasionally a rider and his machine

knows, is caused by the escape of the gas which is no longer useful to the motor. The noise is an exact measure of the power contained in the waste. It measures the energy which is being thrown away as no longer useful. Noise often is symbolic of power—the little boy with his torpedoes, the man with the loud voice, even the dondey with his bray, know this and are elated in proportion to their nearness to the animal kingdom by the racket they make. But generally speaking noise is power going to



Suggested Winter Practice for the Man Who "Likes the Noise."

are seen but not heard, and the vision almost invariably causes remark. It seems as though something must be wrong with the machine unless the bark of its motor is the first indication of its presence and action.

Those who are familiar with its construction and who understand the working of the motorcycle, know full well that the bark of the motor is no more a requisite of its activity than the bark of a dog; that with proper treatment the same life and faithful service may be obtained—without the noise, The public cannot be expected to understand this however, or to blame the rider instead of the machine for the offense, and so the mission of the muffler is forgotten and the machine itself obtains less and lessfavor with those who do not know, simply because those who do, neglect one of the most advantageous possibilities of motorcycling, namely its quietness.

The sound of the exhaust, as every one

waste, and with the barking motor, as with the barking dog, the sharpness of the sound does not always indicate the extent of useful and usable energy behind the disturbance

As a matter of fact, the louder the detonation from the waste pipe of the motor, the less the useful work done by the gas before it escapes. The ideal gas engine would have only the gentlest of whispers from its exhaust, while the most inefficient usually is the noisiest. This has come to be a recognized fact among automobile makers, and even the most powerful motors are no longer tolerated unless they run quietly. The motorcyclist, as a member of a comparatively young and rapidly growing class, has not as yet come to realize this fact, nor that the noise his machine emits is rather an advertisement of its crudity than of its power or perfection. Probably it will take a long time to educate him up to the idea as an actual and vital truth affecting him through the hand of public sentiment more than can now be told. But ultimately he will have to see the truth of the matter.

Most of the machines now on the market are built to run quietly and well under ordinary circumstances, if let alone. Only for the sake of emergencies, it is customary to fit a muffler cutout which, by relieving the small amount of back pressure developed by the silencer, adds that small amount of power to the output of the machine. The motor which requires this aid for ordinary service, however, either is sadly out of condition, or is poorly designed. All makers know this, and deplore the announcement which the careless rider is bound to make by his inconsiderate use of the cutout. In fact were it not for the sentiment of the riders which demands it as a time-honored and worthy institution, perhaps muffler cutouts would no longer be provided. They are a sort of tribute to nervousness and the boyish lust for noise rather than a mechanical necessity which is of recognized and accepted merit.

All this being so, it is somewhat to be wondered at that so many riders persist in running with open muffler through city and country. Many who respect the feelings of the man on foot, in the city, throw off the mild restraint when they get into the open and seem to forget that the sensitiveness of the farmer's horses and cattle correspond in him to plain, irritable nerves in the city man. So they rattle along and advertise their lack of consideration for others and the amount of power they are throwing away, and fail to appreciate the fact that what they gain in power is more than lost in self respect.

# Secretary Wehman Suffers Serious Spill.

Unless he is able to leave his bed and to remove his bandages before the end of next week, there will be a familiar face missing from the Garden show-that of H. J. Wehman, secretary of the Federation of American Motorcyclists, who always has been one of the "landmarks" wherever motorcyclists have gathered. After riding a motor bicycle for five or six years. Wehman on Sunday last had his first serious mishap. Near Bayside, L. I., he struck a hole in the road and was thrown violently from his machine. In some way his head struck the machine, cutting a deep gash over one eye and bruising his eye and face generally. He fell with such force that his body, too, was badly bruised. When picked up he was semiconscious, and was so carried some 10 miles in an ambulance to his home in Brooklyn. He had several severe vomiting spells, which lead to the fear of internal injuries, but at last reports this fear had been dispelled and he was making satisfactory progress toward recovery.

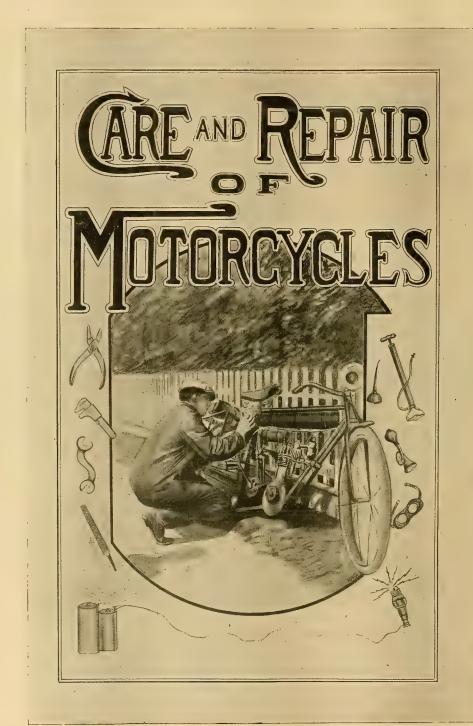
Price

25

Cents

# In Preparation

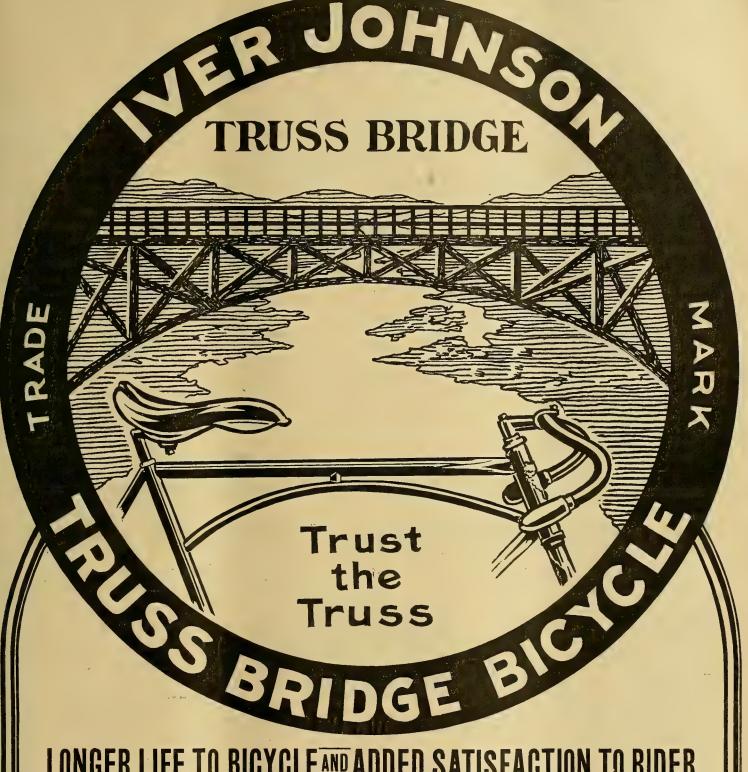
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# COMING EVENTS

November 2-9, New York City—Automobile and Motorcycle Show in Madison Square Garden.

November 11-16, Boston, Mass.—6-days professional bicycle race.

November 17, Barrington, N. J.—Stroud Wheelmen's ten miles national road championship; open.

November 28, New York City—Tiger Wheelmen's 25 miles Pelham Parkway bicycle handicap on Pelham cycle path; open.

November 3, Long Island City, N. Y.— Tiger Wheelmen's 10 miles club championship; closed.

November 5, New York City—Tiger Wheelmen's 15 miles club championship; closed.

November 10, Valley Stream, N. Y.— Long Island Division Century Road Club Association's 25 miles handicap road race; open.

December 9-14, New York City, N. Y.— Fifteenth annual international six days' professional bicycle race at Madison Square Garden.

### Graham Breaks an Inter-City Record.

Al Graham, considered the fastest rider out Minneapolis way, took chances with the police and broke the record from Northfield to Minneapolis, Sunday, 20th inst. Han-

sen was paced by a motorcycle and covered the distance of 50 miles in 2 hours 48 minutes. Graham told the reporters of the Minneapolis papers that he intends to ride in the New York six day race in December. It will be remembered that Peter Shudleskie, "champeen" of Sugar Notch, Pa., circulated around his home town prior to last year's contest the news that he intended to ride in the Madison Square Garden grind, and as he didn't have the money to make the trip local admirers raised it by a raffle. Peter came to New York, but got no nearer the race than the outside door of the Garden, where some confidence men met h'm, took him to a hotel and disappeared during the night with Peter's wallet and Sunday-go-to-meeting clothes. This is a hint to budding six day "champeens."

### Bardgett at Sea, Homeward Bound.

Walter A. Bardgett, who has been riding with fair success in France, Germany, Belgium and Holland the past season, left Paris on Wednesday and is en route to America. Bardgett will put a week in training and leave New York for Boston, where he will ride in the six day race starting there November 11th. His partner has not been selected, but probably will be Matt Downey. Bardgett will compete in the annual New York grind with Pat Logan of Boston, who will team in the Boston race with E. F. Root. The latter has not been signed for the New York race.

## New Date for Stroud Wheelmen's Race.

Because of insufficient time in which to make necessary arrangements for the 10 miles national road race championship race. the Stroud Wheelmen of Philadelphia, who are promoting the event, have advanced the date from November 3d to November 17th. The race will be run in six trial heats with three to qualify in each for the semi-finals, in which two will qualify for the final. All the heats except the final will be at three miles. Besides the regular National Cycling Association's championship gold, silver and bronze medals, and the award of points for the national road championship a large list of merchandise prizes will be awarded the successful riders. Samuel C. Eaton will referee the race, which will start and finish at Barrington, N. J.

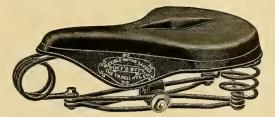
### Rich Prizes for Road Racers.

With a Racycle racer for first place prize, a high grade gold watch for second place, and a gold watch for the same quality for first time prize, the 25 miles open handicap of the Long Island Division Century Road Club Association on Sunday, 10th inst., should attract a large lot of the fastest riders in the metropolitan district, coming as it does at the fag end of the season. The race will be run over the Merrick road course, starting and finishing at West's Hotel, Valley Stream, the start being made at 1 p. m Besides the bicycle and watches fourteen other prizes will be offered.

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THE TROXEL MFG. CO., Elyria, Ohio

Volume LVI

New York, U. S. A., Saturday, November 9, 1907.

No. 7

# F. N. MAKES A BIG REDUCTION

But Only on the Light Weight Single Cylinder Motor—Other American Manufacturers Alter Prices.

Publication of the 1908 prices of a majority of the American motorcycles, which was made in the Bicycling World last week, has been followed by the announcement of others.

Of the revised figures, the one that smacks most of sensationalism is a reduction of \$35 in the list of the light weight F. N. This machine formerly was listed at \$250; it now will be retailed for \$215, the new price including magneto ignition. This latter fact is the one that serves to lend sharp point to the reduction as it places the F. N. model in the same price list with machines employing dry-cell ignition; it is not, however, to be confounded with the four-cylinder F. N. as it employs a single cylinder engine and belt transmission, and tips the scales at about 100 pounds.

Since their first, announcement of price the American Motor Co. have deemed it wise to advance the list of their 100-pound model from \$125 to \$140. If detachable tires are desired, they will add \$10 to the cost of the machine.

The G. H. Curtiss Mfg. Co. have decided to stand pat. The double cylinder Curtiss will continue to be sold at \$275 and the single-cylinder for \$200.

The Reading Standard Co., who withheld announcement of the price of their new two-cylinder R-S, finally have set \$275 as the figure.

## N. S. U. to Open American Depot.

It is now definitely known that the N. S. U. Cycle and Motor Co. will establish an American depot, and that Eugene Kicherer, who was recently in this country making inquiry with that end in view, will be its

manager. The depot will be located in New York, and will, of course, carry a complete stock of N. S. U. motorcycles and parts; and that it will greatly assist the American agents of the German machine and promote its interests is undoubted. Mr. Kicherer is preparing to move his family to this country. His brother is already located here, being the N. S. U. agent in Detroit.

## Jobbers Carry Their Point.

The National Association of Bicycle Jobbers has carried its point. Its plea for representation on the joint Publicity Committee of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association has been granted, and the name of the Association now appears on the Bureau's printed matter in connection with those of the other two organizations. F. I. Willis, secretary-treasurer of the N. A. B. J., has been designated as the Association's representative on the committee.

## The Morrows to Make Parts.

A. P. and J. E. Morrow, who formerly were connected with the Eclipse Machine Co., Elmira, N. Y., and the former of whom invented the coaster brake bearing his name, have organized the Morrow Manufacturing Co, which will be located in Elmira and will engage in the production of bicycle and automobile parts, machine tools, machine parts, etc. The company has been incorporated under New York laws with a capital stock of \$5,000.

### Harris Becomes a Corporation.

D. P. Harris, the well known manufacturers' agent in New York, has become a corporation. He this week incorporated, under the laws of New York, as the D. P. Harris Hardware Co., with a capital stock of \$200,000. In addition to Harris himself, S. Moskowitz and H. Goldman are named as incorporators. The declared purpose of the company is the manufacture and sale of bicycles, velocipedes, hardware, motors, etc.

# MAY FORM AN ASSOCIATION

Motorcycle Makers Discuss Advisability of Organization Among Other Matters— To Meet Again in Chicago.

As a result of the call for a conference issued by W. F. Remppis, president of the Reading Standard Co., it is not improbable that there will be formed an association of motorcycle manufacturers. The conference was held in the Imperial Hotel, New York, on Friday of last week, and was marked by a very frank and full discussion of practically all matters of moment that concern the young industry. Every subject from the deposit system and the encouragement of competition to that of over-production was touched on.

Lacking organization no definite agreement or understanding on any point was possible, but that the exchange of views will prove beneficial is undoubted. suggestion of perfecting an organization was advanced and was to have been discussed at a meeting to be held late this week, the selection of the time and place being left to the judgment of Mr. Remppis, who acted as chairman of the conference. C. A. Persons, Royal Motor Works, served as secretary, pro tem. After the opening of the Madison Square Garden show, however, Mr. Remppis and every one else were so occupied that a second meeting was found impracticable. It will probably be held in Chicago during the week of the show there, November 30th to December 7th. This meeting, naturally, will afford the absent western manufacturers an opportunity of making themselves heard, although practically all of them sent communications to the New York conference expressing their willingness to join in any movement designed to serve the good of the industry.

At the meeting at the Imperial Hotel there were present in addition to Messrs. Remppis and Persons, George M. Hendee, Hendee Mfg. Co.; Glen H. Curtiss, G. H. Curtiss Mfg. Co.; George W. Sherman, Light Mfg. & Foundry Co.; Edward Buffum and J. F. Merkel, Merkel Motor Co.; F. C. Cornish, Consolidated Mfg Co.; Edward C. Thiem, Thiem Mfg. Co., and G. P. Jenkins, American Motor Co

# No Quorum at Makers' Meeting.

Owing to the absence of a quorum no business was transacted at the meeting of the Cycle Manufacturers' Association at the Hotel Belmont on Thursday of this week. There was an informal discussion of publicity work and other matters by agreement, and it was decided to hold the next meeting at Chicago on Wednesday, December 4th. The members who put in an appearance were F. I. Johnson, Iver Johnson Arms & Cycle Works; A. L. Pope, J. F. Cox, C. E. Walker and C. Edgar, Pope Mfg. Co.; W. F. Remppis and Harry Walburg, Reading Standard Co.; A. B. Coffman, Consolidated Mfg. Co.; George W. Sherman, Light Mfg. & Foundry Co.; F. C. Finkenstaedt, National Cycle Mfg. Co.,. and James W. Ash, Hudson Mfg. Co.

### Whitaker Back to the Bicycle.

Stillman G. Whitaker, whose name twenty years ago was one to conjure with, has returned to the bicycle. He has engaged as the New England traveler for the Emblem Mfg. Co. "Whit," as he is called by every one who ever knew him, was a famous character in the days of the high wheel. Long distance road work was his specialty and he placed a long string of records and victories to his credit. Since then he has been in and out of the bicycle trade two or three times.

# Wagner to Occupy New Factory.

Prosperity, which is known to have smiled benignly on the Wagner Motorcycle Co., St. Paul, Minn., is shortly to be reflected in their removal to a new four-story factory in that city. It is expected to be ready for their occupancy by November 15th and will afford room for facilities for a doubling of their output, planned for the 1908 season.

#### Piel Will Start for Himself.

Eric J. Piel, who has been serving as manager of the Ovington Motor Co., New York, has resigned that position and expects shortly to engage in the motorcycle business on his own account. Before doing so he will visit Europe, and intimates that he will form connections that will prove somewhat of a surprise to the American trade.

# Troxel and Crosby Now Honorables.

David S. Troxel, the Elyria saddle maker, and W. H. Crosby, the Buffalo parts producer, now are Honorables. Both "won out" in the recent election by substantial majorities. Troxel becoming Mayor of his city, while Crosby will serve his community in an aldermanic capacity.

# SEPTEMBER ANOTHER POOR MONTH

Exports Gain in Only Six Countries—Losses
Are Spread Over Twelve Geographical Divisions.

But six of the eighteen countries to which American bicycles are exported showed gains during September, which proved an unusually poor month of a long succession of poor months. France and Italy recorded the European gains, Brazil, the South American increase and Mexico, Cuba, and British North America the gains in the near neighborhood. The French purchases for the month were almost double what they were in September, 1906, the figures being \$2,022, as against \$1,124 a year ago. Italy attained the respectable figure of \$1,031, as against \$300 in the previous September. The other gains were not so marked. The United Kingdom dropped from \$9,542 to \$8,013 while Germany slumped from \$5,931 to \$1,105. Excepting Brazil, the South American countries allfell off, the drop being from \$1,530 to \$335. The total exports for the month were \$44,-763 as against \$59,717 in September, 1906.

For the nine months ending with September the total exports were \$884,761 as against \$1,153,397, a net decrease for the period of \$648,636. The September gains in Italy; British North America and Mexico were peculiarly welcome for the previous months had shown decreases, which still put them behind for the nine months period. In the face of the September loss British Australia has a gain total for the period, but the new exclusion tariff will of course, make future gains impossible France, Cuba and Brazil show a total gain for all nine months, as well as for September alone, and while the United Kingdom suffered a drop of about \$1,500 for September, its total for the nine months is a gain from \$221,662 to \$228,251. Despite September setbacks, Belgium and the group known as Other West Indies and Bermuda also record a total gain for the nine months period, while the other countries show losses. The record in detail is as follows:

### British Exports Still Gaining.

The decline in British exports for the month of August, noted as being the first in a long period, appears to have been but a temporary setback. At least that is the indication afforded by the figures for September, which show an increase more than offsetting the decline for the preceding month. Shipments of complete machines numbered 7,512 cycles, valued at £37,805, as against 6,305, valued at £34,268, in September, 1906. There was also an increase from £44,206 to £50866 in the value of parts exported. The total valuation of complete machines and parts exported was £88,671, as against £78,474 for the corresponding month in 1906, and £77,593 for September, 1905.

The total exports for the nine months to and including September, include 79,979 complete machines, valued at £398,930, the figures for the corresponding period in 1906 being 57,291 cycles, valued at £318,728. Exports of parts increased from a valuation of £544,487 for the first nine months in 1906, to £599,900. The gross value of the British exports for the nine months period this year is £998,830. As compared with the same period last year the increase amounts to £135,615, while the increase over the first nine months of the year 1905 aggregated the sum of £313,084.

### Court Deals with Pope Affairs,

As the Bicycling World stated would be the case, George W. Yule, the head of the Badger Brass Mfg. Co., and chairman or the creditors' committee, has been formally appointed permanent co-receiver of the Pope Mfg. Co. At the same time Albert L. Pope's appointment as temporary receiver was made permanent. They are required to file a joint bond of \$200,000. For his services as temporary receiver, Mr. Pope was allowed by the court the sum of \$2,500; and the two appraisers of the Connecticut property, Fred C. Billings and John R. Hills, were each allowed \$1,000. In the course of the proceedings it was made known that during his term as temporary receiver Mr. Pope had conducted the business without borrowing a penny.

	1906	1907	1905	1906	1907
Exported to—					
	-Septe	mber¬	Nine months ending September		
United Kingdom	\$9.542	\$8,013	\$176,661	\$221,662	\$228,251
Beigium	1.086	285	20,215	19,583	21,620
France	1,124	2,022	58,837	17,655	46,073
Germany	5.931	1,105	49,296	76,300	30,633
Italy	300	1,031	16,985	23,349	17,345
Netherlands		500	31,202	108,786	29,811
Other Europe	5.270	3,389	139,918	191,803	138,963
British North America	2,275	3,444	108,180	61,936	53,505
Mexico	5,321	6,894	48,472	85,174	68,629
Cuba	1,110	4,796	30,131	24,197	38,350
Other West Indies and Bermuda	2,204	1,385	20,057	16,284	17,375
Argentina	1,196	835	11,148	16,229	12,781
Brazil	657	679	4,625	7,433	9,853
Other South America	1,530	· 335	12,297	13,838	9,957
Japan	8,515	3,250	230,579	173,699	78,571
British Australasia	8,227	4,244	69,032	62,759	65,840
Other Asia and Oceania	2,588	1,719	38,276	18,834	11,988
Other countries	2,841	837	6,746	13,876	5,216
Total	\$59,717	\$44,763	\$1,072,657	\$1,153,397	\$884,761



# Motorcycle Show Proves a Revelation

There are a good many thousands of persons who to-day have a much better understanding, or a more favorable opinion, of the size and importance of the motorcycle industry than they possessed one week ago. The impression was created by the exhibition of motorcycles that formed a part of the automobile show which closes its week's run in Madison Square Garden, New York, to-night. Most of the persons so impressed were New Yorkers, but there was a sufficient number from other and distant points to assure the wide spread of the leaven.

The institution of the Motorcycle Section at the big and beautiful show in the Garden was a happy idea. While motorcycles had been staged at other automobile shows, they were comparatively few in number and were scattered haphazard between big touring cars and motor trucks so that the effect or influence of the displays was minimized. During this week they have constituted a show within a show. They occupied all of the wide central aisle that divides the circular basement of Madison Square Garden into two parts. Looking down the aisle-"avenue," some of the exhibitors termed it-from either end it was possible to see motorcycles and motorcycles only; the visitor walked between two rows of them. It was by far the most formidable front the young industry ever has presented. It opened the eyes of some of the exhibitors of automobiles and their accessories. It was such a splendid array that the motorcycle exhibitors themselves

were agreeably surprised and impressed.

"It matters little whether the business transacted proves great or small," remarked George M. Hendee, president of the Hendee

CENSUS OF THE SI Bicycles Tricycles Tri-cars Delivery vans Tandem	48 2 3 2
Total Vehicles	56
One Cylinder	
Two Cylinder	
Four Cylinder	2
Eight Cylinder	1
Total	
Belt Drive	
Chain Drive	
	4
Shaft Drive	3
Total	56
Battery	
Magneto	15
Magneto	
Total	56

Mfg. Co., early in the week. "The effect of this display is worth all it cost."

It is no secret that some of the producers of automobile accessories are turning at least half an eye toward motorcycles and the influence of the motorcycle section was aptly illustrated in the case of one of them. His article is adaptable for use on motorcycles and after viewing the display in the Garden on Monday, he placed a hurry order for circulars which painted the advantages of his wares for such use. The circulars were in evidence on Thursday.

Col. George Pope, chairman of the show committee, was among those who expressed satisfaction

"If you are not careful, Colonel," one of the motorcycle men laughingly warned him, "we'll have the automobiles down here in the basement next year, although we may agree to let them have half of the main floor."

Stranger things than that have happened and perhaps if the motorcycle manufacturers perfect an organization and present a united front, they may be able to obtain at least one side of the mezzanine platform.

Col. Pope, who is of the Pope Mfg. Co., which is equivalent to saying that he has a kindly feeling for anything in the form of a bicycle, and evidence of it was had in the painted landscapes which masked the bare walls of certain parts of the basement. Motorcyclists constituted the figures in the pictures.

The inhabitants of "motorcycle avenue" had but one complaint to make. The signs on the main floor calling attention to the fact that motorcycles were on exhibition "down below" were too inconspicuous and too well concealed to serve their purpose.

The decorative scheme for the motor-cycle section was in keeping with the general plan of embellishment. Carpeting and walls were of a deep, cordial crimson, relieved by a soft gray. The signs also were in harmony—raised gold lettering on a crim-

(Continued on Page 226)

# Our Policy!

To give the most value for the least money!

The 1908 Models of

# R-S Motorcycles

# will be sold as follows:

Model A, 3-3½ H. P	\$200
Model C, (Tandem), 3-3½ H. P	275
Model D, Twin Cylinder, 5-6 H. P.	275
Model E, Ladies Tricycle, 3-31/2 H. P	290
Model F, Direct Gear Drive, 3-31/2 H. P	225
Magneto Extra.	

All of these models have the R-S Mechanical Intake Valve Motor—the first and only successful Mechanical Intake Valve Motor ever built in the U.S.

The advantages and superiority of the R-S Mechanical Intake Valve Motor over automatic valve motors is so clearly established that other manufacturers are now beginning to follow our lead.

While we lead, we are satisfied to let those follow who can

# The R-S Model B

the only model which we continue for the present, with the 2¼ H. P. Automatic Intake Valve Thor Motor, will be sold at \$175—which is all it is worth. It is as good a motor with automatic intake valves as is built, but it is not a mechanical Intake Valve motor! This model sold at \$210 last year, but we are no longer bound by the dictations and arbitrary methods of the parties controling this motor, and therefore offer this model at a price more easily representing its true value. Remember this model has the R-S exclusive features not possessed by any other makes, such as independent chain adjustment, R-S oiling device, R-S double grip control, and spring fork, etc., and constitutes therefore the greatest value offered in motorcycles with Thor Automatic Intake Valve 2¼ H. P. motors.

If you want a better machine with 50% more power, pay \$25 more and get the

# R-S Model A at \$200

with 3-3½ H. P., with Mechanical Intake Valve. A motorcycle unexcelled for high quality in material and work-manship. It has the power, speed, etc.—stands unexcelled in efficiency. It is fully guaranteed by

THE READING STANDARD COMPANY, - Reading, Pa.



Published Every Saturday by

#### THE BICYCLING WORLD COMPANY

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ATChange of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

ATMembers of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

New York, November 9, 1907.

# The Benefits of the Motorcycle Show.

That the establishment of a motorcycle section as a part of the Madison Square Garden automobile show was one of the best things that ever has happened for the motorcycle industry is undoubted. It is a belief shared by all who exhibited there, and indications are not lacking that "motorcycle sections" are likely to figure in the plans of other show promoters.

The effectiveness of the display in the Garden cannot well be understood by those who did not see it. It proved an agreeable surprise for even the most enthusiastic motorcyclist and it scarcely can have failed to impress even the casual visitor. It inspired faith and respect on all sides, while the quality of the product and the advances that have been made were so apparent and far reaching that the cycle trade's publicity bureau lost a golden opportunity to demonstrate its usefulness on the ground and to assist the spread of the motorcycle gospel, There was rich material that could have been turned to splendid advantage.

Lack of publicity was the most serious lapse and there was fairly general agree-

ment that the show was about 60 days too early for the best results to be achieved, although there was no fault finding on this score, and it is possible that it will serve useful purposes in forwarding manufacture and in assuring early deliveries. Despite the earliness, the attendance of motorcycle agents was gratifying. They came from as far south as Alabama, as far north as Maine, and if any exhibitor failed to do business there must be a reason for it, and he is the exception and not the rule. Taken as a whole, the industry was well served by the show. Its good influence will reach far.

### Opportunity for Christmas Trade,

Just why so many bicycle dealers remain blind to the advantages and possibilities of juvenile bicycles stands as a mystery of the business the whole year through, but it is made more apparent and flagrant at the approach of the Christmas season by the absurd way in which a large class of dealers look on resignedly while every other kind of merchant gets busy and makes handsome profits out of the Christmas trade.

This sort of hibernating has no justification whatever, because bicycles as Christmas presents deserve as active and intelligent handling as other wares, and they yield a good return. The spectacle of the coming of Christmas preceded by a rush season of trade and activity, with everybody happy and making money except the bicycle dealer, is one to make the judicious grieve.

In happy contrast, there are at least a few bicycle dealers who are alive to the splendid opportunities in the sale of juveniles, especially at Christmas time, and who, far from letting hardware stores and toy shops get all the Christmas money, go after the Christmas trade in such a way as actually to encroach on the merchants in other lines, as for intsance, by stocking velocipedes and miniature automobiles in addition to their bicycles. The results that have come to those dealers who have been wise enough thus to create a stir and let people know they were selling bicycles for Christmas presents makes a safe guide for the timid.

Folks generally assume that a man knows his own business best, and when a bicycle dealer shows no enthusiasm over his bicycles as Christmas present, people will naturally conclude that they are unsuitable or out of season. On the other hand no more satisfactory present for boy or girl can be found than a bicycle for Christmas morn-

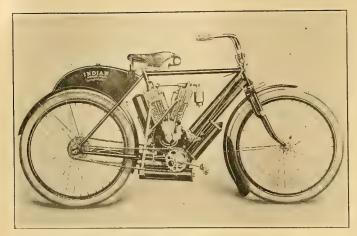
ing, and wherever there is a dealer with enterprise enough to remind the public of that fact, the sale of bicycles during the weeks preceding will be active. Let the dispirited bicycle dealer who has heretofore stood in idle envy of his neighboring merchants during the rush of holiday buying, take heart this time and "get into the game." If he be in an out of the way location in a big city where he could scarcely make in the newspapers a successful general appeal to the public to come to his establishment, let him canvass and circularize his own immediate territory, using well written fac-simile circular letters or even handbills. This process should be repeated two or three times to have any effect. The store, too, should show Christmas activity,. if in nothing more than some greenery over the doorway or in the windows. Bulletin signs in the window about Christmas offerings help immensely and the person who is to do the selling should be up in the front of the store with his best clothes on.

As the Bicycling World from time to time has pointed out, the juvenile bicycles when properly exploited and handled, give the dealer one of his greatest opportunities for steady and money-making trade, and to overlook the Christmas market is to be insensible to logic and opportunity.

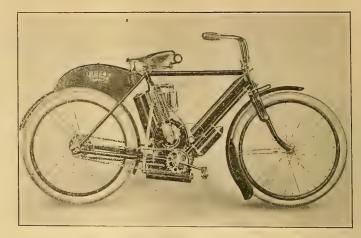
## Federal Aid for Export Trade.

Realizing, what has been plain for several years, that while its shipments of raw stuff and food products have served to keep America's exportations to prodigious proportions, its manufactured products need or will need the helping hand of the Government, Secretary Strauss of the Department of Commerce and Labor has begun to "take notice." According to reports from Washington, he is preparing to call a conference of representatives of board of commerce and similar organizations to discuss the subject and to discover the best means of giving Federal aid.

The opportunity is one which the Cycle Manufacturers' Association should not suffer to pass unnoticed. Its voice should be heard when the conference takes place. For surely the representatives of an industry the annual exports of which have fallen from about \$9,000,000 to less than \$1,000,000, the fall having occurred while the corresponding exports of two rival nations have bounded upward in about the same ratio, should be interested in relating or in learning why it happened and pleased to receive any help the Government may render.



5 Horsepower Twin Cylinder Indian.



2¾ and 3½ Single Cylinder Indian.

## GENERAL SPECIFICATIONS OF THE MOTORCYCLES ON

Machine.	Character of Vehicle.	Price.	No. of Cylinders.	H. P.	Bore.	Stroke.	Piston Displ. Cubic in.	Transmission,
Indian	Delivery van	. \$395	2	5	23/4	31/4	38.60	Chain
	Bicycle		1	31/2	31/4	31/4	26.95	Chain
Indian	Bicýcle	. 200	1	23/4	23/4	31/4	19.30	Chain
Indian	Tri-car	395	2	5	23/4	31/4	38.60	Chain
Indian	Tricycle	340	1	23/4	23/4	31/4	19.30	Chain
Indian	Bicycle	250	2	5	23/4	31/4	38.60	Chain
R-S	Bicycle	. 175	1	21/4	25/8	31/4	17.58	Chain
R-S	Bicycle	. 200	1	3	2 15-16	31/4	22.02	Chain
	Bicycle		1	3	2 15-16	31/4	22.02	Chain, spur gear
R-S	Bicycle	315	2	6	2 15-16	31/4	44.04	Chain
R-S	Convertible Tandem	275	1	3	2 15-16	31/4	22.02	Chain
R-S	Delivery van	. 300	1	3	2 15-16	31/4	22.02	Chain
	Convertible Tricycle		1	3	2 15-16	31/4	22.02	Chain
	Bicycle		1	3	31/4	31/4	26.95	Belt, flat 1½ in
Yale-California	Bicycle	200	1	21/4	23/4	31/4	19.30	Belt, flat 1¼ in
Excelsior	Bicycle	225	1	31/4	31/8	31/2	26.74	Belt, flat 1½ in
Triumph	Bicycle	. 185	1	21/4	25/8	31/4	17.58	Chain
Styria	Bicycle	450	2	51/2	3 1-16	3 3-16	46.90	*Chain
	Bicycle		1	33/4	31/4	3 9-16	29.54	Belt, flat 1½ in
	Bicycle		2	41/2	2 11-16	3 3-16	36.16	Belt, flat 1½ in
Peugeot	Bicycle	295	2	$3\frac{1}{2}$	25/8	27/8	31.10	V-Belt
Peugeot	Bicycle	. 225	1	31/2	3 3-16	37/8	30.91	V-Belt
	Bicycle		2	7	3 3-16	37/8	61.82	V-Belt
	Bicycle		1	3	23/4	31/4	19.30	Chain and gear
Light	Bicycle	. 185	1	21/4	25/8	31/4	17.58	Chain
	Bicycle		2	6	31/4	31/4	53.90	V-Belt
	Bicycle		1	3	31/4	31/4	26.95	V-Belt
Curtiss	Bicycle	225	1	3	31/4	31/4	26.95	V-Belt
	Bicycle		8	40	31/4	31/2	236.32	Shaft
Royal	Bicycle	200	1	23/4	23/4	31/4	19.30	V-Belt
	Bicycle		1	11/4	21/4	23/4	10.93	Oval belt
	Bicycle		1	3	3	3	21.20	V-Belt
	Bicycle		1	33/4	31/4	31/2	29.03	V-Belt
N. S. U	Bicycle	. 300	2	4	25/8	31/4	35.16	V-Belt
N. S. U	Bicycle	320	2 2	6	3	35/8	51.24	V-Belt
	Tri-car		2	6	3	3	42.40	*V-Belt
	Bicycle		1	13/4	21/4	21/2	9.94	V-Belt
	Bicycle		4 4	41/2	2	21/4	28.28	Bevel gear
	Tri-car		4	41/2		21/4	28.28	Bevel gear
M-M	BicycleBicycle	. 200	1	3½ 3½	3½ 3½	33/ <sub>4</sub> 33/ <sub>4</sub>	31.10 31.10	Belt, flat 134 in
M_M	Bicycle	250	1	$\frac{3\frac{1}{2}}{3\frac{1}{2}}$	3½ 3¼	33/4 33/4	31.10	Belt, flat 13/4 in Belt, flat 13/4 in
	Bicycle		1	$\frac{372}{21/4}$	23/1	3%	17.81	Belt, flat 1¼ in
	Bicycle		2	6	31/4	33/4	62.20	Belt, flat 13/4 in
A12 A12 A A A A A A A A A A A A A A A A			_		74	-74	Om (m)	

<sup>\*</sup> Two speed gear.

# MOTORCYCLE SHOW PROVES A REVELATION.

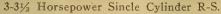
(Continued from page 223)

son background. No other signs or display cards were countenanced. Even the large, highly colored portrait of T. K. Hastings, contributed by himself, which was sus-

pended on the walls of the Hendee booth, is long distance "champeen" of England, was ordered removed. Thereafter it reposed on the floor and Hastings, who was in evidence in the flesh daily, seemed rather ill at ease. He survived the 800-mile endurance contest on the superb roads of Great Britain, last summer, and some of his adherents maintain that as a result he now

Ireland and Asia as well as of Flatbush avenue, and is entitled to display his picture anywhere. Without his permission the portrait is to be "raffled off" to-night. A person who signed himself "T. Roosevelt" bought ticket No. 1. The "raffle" is being conducted by H. J. Wehman, secretary







6 Horsepower Twin Cylinder R-S, with Magneto.

# EXHIBITION AT THE MADISON SQUARE GARDEN SHOW

Wheels Inches.         Wheels. Inches.         Wheels. Inches.         Inches. Inches.         Wheels. Inches. Inches.         Inches. Inches. Inches.         Wheels. Inches. Inches. Inches.         Inches. Inches. Inches. Inches. Inches.         Weight. Inches.	
59       28       22       210       Battery       3 Special       5       3       2½       Corbin         59       28       22       175       Magneto       (Sims-Bosch)       5       3       2½       Corbin         51       28       22       150       Battery       3 Special       5       3       2½       Corbin         51       28       22       135       Battery       3 Standard       5       2       2½       New Departure         53       28       22       140       Battery       3 Standard       6       2       2½       Morrow         53       28       22       145       Battery       3 Standard       6       2       2½       New Departure         74       28       22       175       Battery       3 Standard       5       2       2½       Morrow         60       28       22       20       Battery       3 Standard       5       2       2½       Morrow         60       28       22       20       Battery       3 Standard       5       2       2½       Corbin	
59       28       22       210       Battery       3 Special       5       3       2½       Corbin         59       28       22       175       Magneto       (Sims-Bosch)       5       3       2½       Corbin         51       28       22       150       Battery       3 Special       5       3       2½       Corbin         51       28       22       135       Battery       3 Standard       5       2       2½       New Departure         53       28       22       140       Battery       3 Standard       6       2       2½       Morrow         53       28       22       145       Battery       3 Standard       6       2       2½       New Departure         74       28       22       175       Battery       3 Standard       5       2       2½       Morrow         60       28       22       20       Battery       3 Standard       5       2       2½       Morrow         60       28       22       20       Battery       3 Standard       5       2       2½       Corbin	
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53 28 20 125 Battery	
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52 28 21 135 Battery	
59 26 20 Magneto(Sims-Bosch)	
56 26 20 Magneto	
59 26 20 Magneto(Sims-Bosch) 10 3 2½ Band	
54 . 26 21 135 Magneto (Sims-Bosch) 8 3 2½ Rim (2)	
54 26 21 135 Battery	
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65 26 20 300 Battery	
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48 26 22 75 Magneto(Sims-Bosch) 4 1 134 Band and coast	er
53 26 21 150 Magneto	
53 26 21 160 Magneto (Eisemann) 7 2 2½ Band and rim	
59 26 21 165 Magneto(Sims-Bosch) 9½ 3 2½ Band and rim	
59 26 21 185 Magneto(Sims-Bosch) 9 3 2½ Band and rim	
60 26 20 325 Magneto(Sims-Bosch) 8 3 2½ Band and rim	
51 26 20 100 Magneto(Sims-Bosch)	
56 26 21 185 Magneto(Sims-Bosch) 8 4 2½ Band	
60 26 21 250 Magneto(Sims-Bosch) 8 4 2½ Band (3)	
53 26 20 140 Battery	
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53 26 20 140 Battery 3 Standard 5½ 2 2½ New Departure	
53 26 19 100 Battery	
56 26 20 155 Battery	

of the F. A. M., as signaling his recovery from his recent disastrous spill and his entry into the class of battle-scarred veterans.

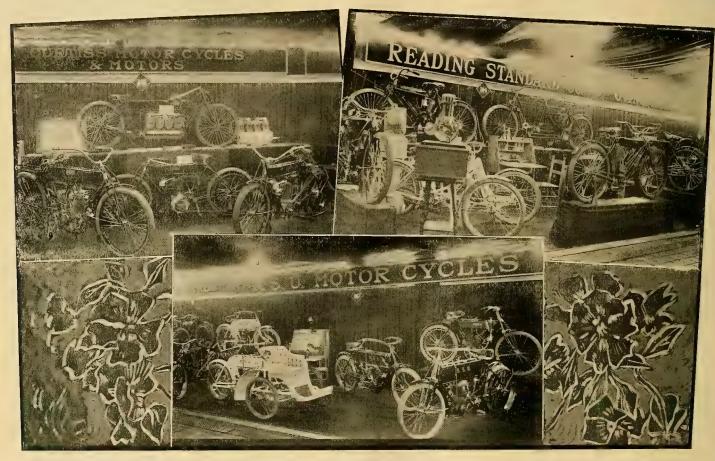
The residents on the "avenue" were very nighborly. One of them stated that he never had attended an exhibition at which there was so little "knocking" of rival wares, and George W. Sherman, who now is holding the Light aloft, and who had attended all previous shows at which motorcycles had been displayed, remarked that never had the matter of the speed of machines cut such a trifling figure. He thought it significant that the subject was practically not mentioned by dealers or

prospective purchasers. About the only thing that disturbed the exhibitors was a report set afloat at four or five booths that jealous competitors were asserting that the disturbed ones had suffered broken piston rings in their entire outputs during the past season. The reports were so circumstantial that it was stated that all of the

rings had been broken in precisely the same way. When the story reached their ears, such men as W. F. Remppis, the head of the Reading Standard Co.; Frank C. Cornish, of the Yale staff, and C. A. Persons, of the Royal family, were earnest and vehement in denouncing it as a miserable lie. They called on their respective factory men, who were present, for testimony to its untruth and when told that the assertants claimed to be able to produce some of the broken rings they were anxious that the proof be produced. The joke is an old one, but the way in which it was swallowed whole on

ated by a concealed electric motor and showing every working part in operation, was an education in itself. A cut-away R-S motor, similarly operated, and showing the movement of the mechanical valves was in the same category. There also was an Indian motor, which could be turned over by a small hand crank, that served to illustrate the valve feature; and a Merkel motor showing the disposition of the newly adopted ball bearings. The big eight-cylinder Curtiss—price only \$1,200—was another object of curiosity, but no buyers were reported!

The tendencies were quite clearly marked. Apart from the further elimination of levers, already indicated and which implies increased favor of double grip control, the trend to wider belts, in the case of belt machines, and to \( \frac{5}{8} \)-inch pitch roller chains, in the case of chain machines was apparent; indeed, the block chain has been wholly discarded. Mechanically operated inlet valves already constituted a feature of the foreign machines and of one American, the R-S, and their adoption by one other and of such prominence as the Indian, also may be styled a tendency in that direction. That



Three of the Exhibits on "Motorcycle Avenue."

this occasion helped relieve the tedium of the week. The truth of the statement was, of course, easily proven. All piston rings are broken, that is, split, in exactly the same way—diagonally—in order that they may be fitted around the piston.

The machines on exhibition were a credit to the industry and most of them were disployed to good advantage. There was a greater range of color than usual. Subdued black, of course, was dominant, but a Merkel finished in Stearns yellow and another in smoked gray with red head, constituted a striking pair. An Indian in gray, an R-S lady's tricycle in white, and an N. S. U. tricar also in white, but with the passenger's seat upholstered in sky-blue, and a full-nickeled M-M with copper mud guards and other copper trimmings were other eyecatchers. Of the features of "human interest," the cut-away four-cylinder F. N. oper-

Thirteen different brands were exhibited and of the number four were foreign creations, viz.: the N. S. U., the F. N., the Peugeot and the Styria, all save the latter being known to the American market. They were readily distinguished from the American product because of their heavy build, long wheel bases and their various hand levers, which latter most of the American manufacturers have discarded in favor of grip control. The show marked the entry of two more well known machines into the leverless class, the Curtiss and the Merkel. Of the nine American motorcycles displayed, one, the Excelsior, was wholly new and the other, the Royal, may be styled a regenerated machine, for while it first had been marketed in 1901-2, it later was withdrawn, and is but just making its reappearance on the market, this time as a leverless machine, also.

the two-cylinder machine is due for largely increased use was made quite plain, but no tendency is more distinct than the increase of horse-power in the single cylinder engines. In the case of the Curtiss motor, roller bearings for the motor shaft had been used for several years, but the show marked the introduction of the ball bearing motor. It will be used on all Merkels and one of the Indians-the 31/2 horsepower model. In the former, balls are used for both bearings; in the Indian, for the bearing on the driving side only. In respect to ignition the magneto finally has claimed the attention of the American manufacturer. The dry battery remains the standard source of electrical energy, but the fact that four makers offer the magneto as an option, even at an extra cost, is significant, and the practice soon must become general. The trussed frame, with the fuel tank stowed between

the truss bar and the top tube, has made gains, and the tendency to drop the frames lower is manifest. Long handle bars now are in general use and much attention has centered in spring fork improvement; and the rubber pedal, so long desired, at last has made its appearance and is likely to become the standard equipment. In respect to tires, a slight trend to the 21/2-inch size is observable and in all probability the year 1908 will mark the passing of the long familiar plain corrugated tread, since the standard G & J is hereafter to have a raised flat tread with fine saw tooth serrations, while the Goodyear is offered with corrugations of a checker board type. Of weights little may be said. It is to be observed, however, that in too many instances, catalog weights are not of the kind that will rest easily upon the Bible.

There was nothing suggesting "sameness" or monotony in the machines displayed—not even so far as their general specifications are concerned, as the tabular statement, printed elsewhere, serves to show. Mechanically, each brand was full of individuality. The improving hand had not been spared and the number of new or exclusive features in evidence constituted an impressive array of ingenuity.

# Indian Motorcycles.

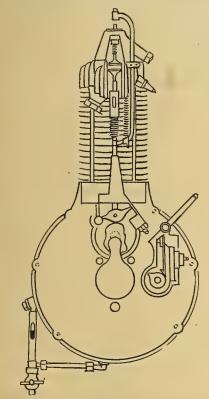
Hendee Mfg. Co., Springfield, Mass.

As is almost unnecessary to say, the booth of the Hendee Mfg. Co., was at all times a center of interest. It was by far the largest booth in the motorcycle section and aiforded abundant room for effective display of the ten Indians which were exhibited. They comprised five single-cylinders, two twin-cylinders, one tricycle, one tri-car and one van.

At first glance, the famous machine differs little from its 1907 form, the most obvious change being a generous enameled leather fender or splasher on the front mudguard, which has been adopted in lieu of the small dangling flap at the end of the guard which heretofore has been used. It looks like a substantial contribution to the cleanliness of the rider. Despite its promise, this splasher is, of course, but one of the minor improvements.

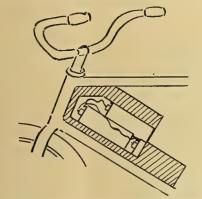
For 1907, the Hendee people created a flutter by presenting a roller gear motor drive, thereby dispensing with the short chain, and this gear drive has been improved to the extent of having chrome steel rollers instead of rollers of machine steel, but it will not be made a fixed feature of the Indian line. The horsepower of all of the motors has been increased—the 21/4 to 23/4; the 3 to 31/2, and the 4 horsepower twin to 5 horsepower. The roller gear will be the standard equipment of the 23/4 and 5 horsepower models, but an option on 5/8-inch pitch roller chain will be offered, while on the 31/2 horsepower model the roller chain is its standard equipment.

The big Indian innovation for 1908 is the mechanical inlet valve. The automatic valve will be the regular equipment throughout the entire line, but the mechanically operated device will be presented as an option,, and that the Hendee people themselves think well of it is evidenced by the fact that practically all of the machines on



Indian Mechanical Valve Mechanism.

display were so fitted. This mechanical valve and its operation are wonderfully simple. The inlet valve operating rod is fastened to the exhaust valve lift, both valves being operated by a double acting cam, the exact shape of which defies description. It is of such ingenious design that one cam not only operates both valves of the single cylinder engine, but the four valves of the twin motor. In each case the inlet valve retains its position over the exhaust valve so that each charge of gas is drawn in over



Indian Battery Case for No. 6 Cells.

the latter thereby assisting in keeping it cool.

Interiorally the Indian motors have been improved by the use of but one crosshead pin lockscrew in the piston instead of two as previously was the case, while in the surface the piston itself, and directly beneath the two rings, is formed what is termed an oil groove, designed to prevent oil from working over the piston head, and thereby reducing carbon deposits and sooted spark plugs to a minimum. The base of the motors is fitted with an oil guage which comprises two right-angled pipes, one arranged vertically and fitted with a glass sight feed which at all times indicates the depth of lubricating oil which may be in the motor base. In the 31/2 horsepower motor, a ball bearing for the main shaft is being tried out; it is, however, applied only to the driving side.

The gasolene tank has been improved to the extent of being fitted with a shutoff arranged in the feed pipe and which operates on the principle of a double acting needle valve, thereby effectually preventing leak age.

While dry cell ignition, comprising three special cells contained in the familiar cylindrical case, will continue to be the regular form of Indian ignition, the objections of those who have decried the use of special cells have been answered by a new form of battery case which will accommodate three standard No. 6 cells, purchasable in the open market. For the first time also, the Hendee Mfg. Co. have turned attention to the magneto ignition. When desired, they will supply the Bosch chain driven magneto, securely enclosed, at an extra cost of \$40. In respect to spark plugs, a change also has been made. For the one hitherto in use they have substituted the new Splitdorf non-foulable spark plug.

The frame lines and general disposition of the operating equipment remains unchanged. Greater flexibility, however, has been given the cushion fork by the employment of larger springs, which double its cushioning capacity.

# R-S. Motorcycles. Reading Standard Co., Reading, Pa.

For diversity of product as presented at the show, the palm was easily earned by the Reading Standard Co. They staged no less than seven distinct models; three single cylinder motorcycles (one of them of 21/4 horsepower and the other two of 3-31/2 horsepower, respectively, the lower powered machine having automatic intakes and the others mechanical valves; one of the latter being a chain and the other a gear driven); one twin-cylinder bicycle; one lady's tricycle; one convertible tandem and one van. The gear driven bicycle and the twin cylinder, also the tricycle and the van were presented for the first time. The 21/4 horsepower model with automatic valve employs the Thor motor; all the rest of the R-S line make use of the R-S motor with mechanical valves which was placed on the

Substantially the only alteration in the motor group is contained in the commu-

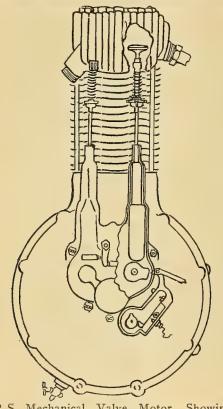
market last year, and which, so far as

valves and their operation are concerned,

remains practically unchanged.

tator, which is now made with a cut-out which holds the contact spring out of action when the machine is coasting or otherwise running idle, and which is designed to save batteries and platinum points. The cuotout comprises an extra cam secured within and to the lower side of the commutator case, the cam being operated by the grip control at the same time that the exhaust valve is lifted. A small lever on the back of the commutator which abuts on the cam case when the valve is lifted and completes the operation.

The two-cylinder R-S practically is a doubling up of the single-cylinder parts. The twin valves, however, are staggered in order to increase the cooling effect. The exhaust system is somewhat unique in that



R-S Mechanical Valve Motor, Showing Commutator Cut-out.

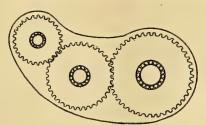
the exhaust tubes from each cylinder enter opposite sides of the muffler.

The Reading Standard Co. is one of the four American manufacturers who will supply magnetos when desired, and so far as their two-cylinder model is concerned, they have set up a standard of their own in frame design. Thus, when batteries are desired the frame will be of the so-called true diamond type, but when magnetos are ordered the frame will be made with a small U of sufficient size to permit the snug fitting of the magneto.

In the gear driven R-S, the gear which dispenses with the countershaft and short chain comprises a train of three pinion gears, one mounted on the main shaft meshing with an intermediate gear which in turn engages with the larger gear wheel which is mounted on the countershaft, from which the power is transmitted to the rear

wheel by means of sprocket and chain. The gear case is cut intergral with the motor base as is the case for the bearing of the driven gear wheel. On this model, the R-S compensating sprocket, which by the bye, is so new that requests for description are temporarily refused, is mounted on the rear wheel. Also on the gear driven R-S a new trussed drop frame is used with the motor secured upright in the loop and with the combination fuel tank disposed between the truss and the top tube. Independent chain adjustment is employed on all models, likewise the girder spring fork, which has been strengthened and a large central spring is used instead of the two smaller side springs heretofore employed. All handle bars have been made longer, and the grip control made heavier, and without offsets.

The combination tricycle, which is convertible for ladies' use merely by removing the top bar, was in some respects the most striking feature of the R-S display, as it is in some respects also the most notable de-



R-S Motor Gear Drive.

velopment. It is well made and designed and strongly braced throughout, the motor being suspended low in a supplementary cradle. Finished in white it naturally caught the eye and aroused considerable inquiry. Several ladies became interested, but strange to say most of those who evinced particular interest in the three-wheeler were male physicians.

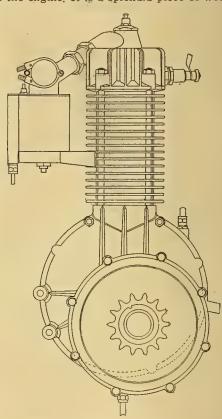
On the tricycle, tri-cars, etc., the helical spring suspension is employed, but the springs are placed below instead of above the steering knuckles. This disposition, it is claimed, permits of the use of longer and more resilient springs and generally promotes accessibility.

# Light Motorcycles. Light Mfg. & Foundry Co. Pottstown, Pa.

Although the Light is not in the exact sense, a new motor bicycle, during the several years of its manufacture it had not cast its very large shadow and never before had it been exhibited at any show. Its appearance on this occasion was in the nature of a change of policy and of the adoption of an aggressive one. For it now is the determination that the Light shall so shine that all must see it. Always it has employed the Thor motor and carburetter, and the two models staged at the Garden were of that well known type, one incorporating the familiar 21/4 Thor, the other the new 3 horsepower engine, which employs a self contained gear in lieu of countershaft and short chain.

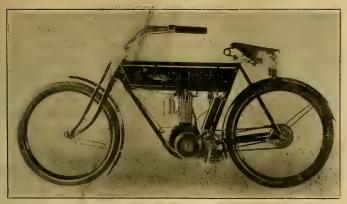
Other than motors and carburetters, the machines are wholly of Light design and manufacture, and each has distinctiveness of its own, from motor and frame to muffler. The frames of both are of the trussed type, with tank secured between the brace and the top tube, and both are formed with loop effect, the motors being secured vertically in the loops. These loops are so arranged, however, that the frames appear quite dissimilar, that for the 2½ motor having a drop effect, while for the 3 horsepower model is almost a perfect diamond frame of pleasing outline.

The self-contained gear, enclosed in the motor base, where, of course, it is constantly lubricated, is, of course, the feature of the engine. It is a splendid piece of work



3 Horsepower Thor-Light Motor.

and permits of better all around design in the machine than ordinarily is possible, because of the very great gear reduction it secures at the motor. The crank shaft pinion meshes directly with a large internal gear which is cut in a disc mounted on a short lay shaft eccentric to the crank shaft, and mounting the chain driving pinion on its outer end. The housing for the gear, which is complete, carries a ball bearing for the short length of lay shaft between the disc and the driving sprocket. The other support for this and the disc is obtained by mounting the latter in a large ball bearing entirely surrounding the outer circumference. By this means, a portion of the necessary reduction is taken from the chain, as a result of which the forward driving sprocket may be made sufficiently large to reduce the flexture of the chain considerably, while by the same token the load on



3 Horsepower Light.

the chain is reduced and its life proportionately increased. This advantage also reduces the amount of chain adjustment required, thereby making it possible to take up all the slack by the usual device at the rear forks. Being self contained, the rigidly mounted on the engine base, there is no tendency to disalignment, and small possibility of disorder in the gear through careless adjustment.

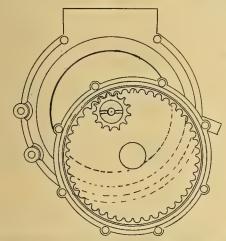
The compensating sprocket is secured to the rear hub instead of to the crank shaft as usual. The combination tank used on the Light means more than usually is meant by that term. It comprises not merely receptacles for gasolene and for oil, but it also contains the battery. The three dry cells are stowed in one side of the tank and the manner in which they are secured is original and ingenious; each cell is bound by metal straps to a board of proper length, which is rounded out sufficiently to assure a snug fit; after the cells are thus attached to the board, it is slipped into place in the battery compartment, where it is firmly held by a T bolt in either end. The cells thus are readily accessible for examination or renewal and are proof against shaking loose. The battery plug is located in the rear of the case where it always is within easy reach of the rider. The wirings from coil and battery are unusually short, which is a desirable feature.

The Light "Radio" muffler is another creation of which there is no near-counterpart. It consists of 12 small tubes arranged



21/4 Horsepower Light.

around six smaller and perforated tubes, all of them, of course, connected to front and



Mechanism of the Thor-Light Motor Gear Drive.

rear exhaust chambers. The spent gas is forced through the 12 tubes into the rear



Light Radio Muffler.

chamber of the muffler, from whence it passes into the six smaller tubes and

through their perforations into the open air.

The oiling system, which permits of lubrication from the saddle, may be described as inexpensive and impressive simplicity. It consists merely of the necessary piping and an ordinary sight feed cup which holds one charge of oil, and which is secured below and to one side of the tank within short

one cock fills the cup; turning another discharges the oil into the motor.

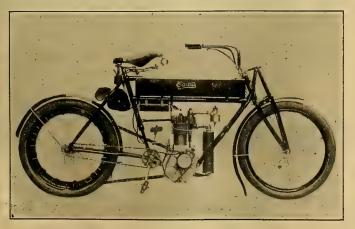
The whole design of the Light and the

reach and easy sight of the rider. Turning

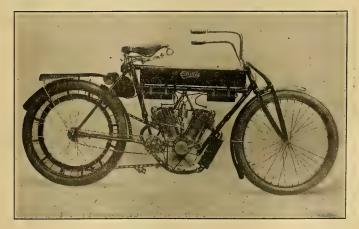
arrangement of its equipment gives it an appearance of lightness and indicates the result of experience and a practical turn of mind.

Curtiss Motorcycles.
Curtiss Mfg. Co., Hammondsport, N. Y.

Not to mention the eight-cylinder monster, which is designed for purely speed purposes, two-cylinder motor bicycles naturally constituted the chief feature of the Curtiss exhibit. Two-cylinder engines are inseparable from Curtis fame. They have been made and marketed for so many years that, so far as Curtiss is concerned, they may be said to be well ripened products. As a result, no considerable improvement has been found possible. The exhaust valve stem comprises practically the only part of betterment, and though apparently insignificant, it is not without helpful suggestion. The stem is made larger than formerly was the case and the end is fitted with a hardened screwcap to prevent the



3 Horsepower Single Cylinder Curtiss.



6 Horsepower Two Cylinder Curtiss.

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It is not merely the laugh of the Indianut the expressed satisfaction of thousands who have seen the 1908 INDIANS at the Madison Square Garden Show

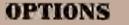


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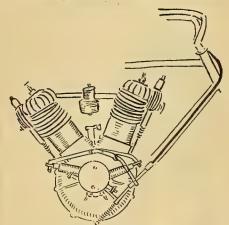
Wisconsin Motorcycle Co., Monroe, Wis. for the State of Wisconsin.

wear, which sometimes causes a deal of vexation. Some slight re-arrangement has also been made necessary in order to provide for double grip control, as hereafter the Curtiss machines—both singles and doubles—are to be leverless and will employ double grip control, which, perhaps, constitutes the most marked change.

For four years, roller bearings have been employed in the Curtiss motors, and now that ball bearings for the purpose are coming into use the fact is being emphasized.

On the single-cylinder Curtiss, a new muffler cutout is employed. It is in the form of a kick-lever at the end of the muffler and takes the place of the cutout in the exhaust pipe worked by a hand lever fixed on the tank. The new cutout not only further reduces the noise of the exhaust, but is a move that makes for safety in that conflagrations are no longer possible in case the carburetter should leak or flood.

The horsepower of both Curtiss machines



Curtiss Valve Lifting Arrangement.

—one of which, by the way, is fitted with 26-inch wheels—has been increased. The single is now rated at 3 and the double at 6 horsepower. There has been no increase of stroke or bore, however, but the adoption of 30 degree valves has served to increase the power of the machine, and in the words of Curtiss himself, "the machines always were rated too low, anyway."

Curtiss also has made a move in the direction of magnetos. When desired they will be furnished on his machines at an extra cost of \$40.

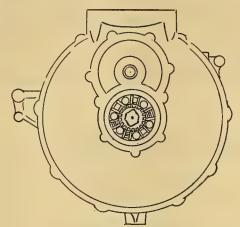
Merkel Motorcycles.

Merkel Motor Co., Milwaukee, Wis.

Of all the machines displayed it is fair to say that none created a better impression that the Merkel. It not only proved worthy of the attention bestowed on it, but it was displayed in a manner to attract it. The Merkel booth was of generous size and it was not crowded in any way. Only two machines were staged, together with the lower half of the new ball bearing motor, which showed how the half-inch balls are mounted in the crank shaft bearing. The machines in evidence were strikingly fin-

ished, one in Stearns yellow, the other in London smoked gray, with fine red and black striping and a red head. It is probable that the latter will be made the standard Merkel finish. The yellow machine was equipped with a Bosch magneto, driven by a chain, while the gray one employed battery ignition.

Save that it has been dropped lower, the Merkel—which, of course, was the only spring frame exhibited—differs little from the one previously employed, but the power

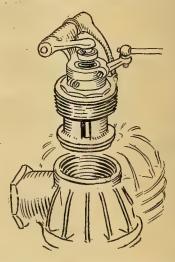


Merkel Ball Bearing Motor.

plant, that is, the engine and carburetter, the wholly new, while a flat two-ply 11/2inch belt has been substituted for one of 11/4-inch width, and a flengeless wood pulley is used instead of a steel pulley with flanges; the engine pulley now is wound with shellacked cord to increase the "grip." The cylinder and head of the new motor are cast in one piece, the combustion head being offset. The cylinder dimensions are 31/4 by 31/4 inches, giving full 3 horsepower. The fact that the crank shaft is mounted on ball bearings in itself marks a big stride and served to make the Merkel well talked about. Seven 1/2-inch balls, contained in a separator, are employed, and that they served to smooth the action of the fly wheels and to permit of free running and a splendid balance the model engine on exhibition seemed to indicate quite conclusively. The manner in which the piston pin is secured stationary in the end of the connecting rod in order to prevent its becoming loose is another/detail of moment. Apart from its ball bearings, the most novel feature of the Merkel engine is its compression release.

This is operated by the throttle control and acts upon the automatic inlet valve, which it opens by depressing its stem, just after the throttle has been fully closed. The arrangement is made possible only by the design of the throttle valve, which is of most compact and ingenious construction. The inlet valve together with its cage, is surrounded by the throttle, which consists of a vertical sleeve having four longitudinal ports placed opposite one another, and opening communication with an annular chamber surrounding it, and opening out of the inlet pipe from the carburetter. The

sleeve and valve with its cage, are assembled together as one part, and are retained in place by means of a single nut on the outside of the cylinder. The sleeve is rotated to open or close the ports leading to the valve, by means of a Bowden wire actuated by the right grip, and acting upon a little arm at one side. A second arm mounted on the top of the sleeve, carries a small longitudinal piece or tappet, which is mounted directly over the end of the valve stem, while a second tappet is mounted at right angles to the first and projects down along side the valve chamber. As the throttle is rotated, the second tappet comes into contact with a small teat cast on the cylinder head, which rocks it slightly, thus moving the horizontal tappet by a small amount just sufficient to depress the valve stem and relieve compression. When the throttle is again returned to open position, the pressure on the tappets is relieved by its mo-



Merkel Throttle and Compression Release. .

tion, and the inlet is permitted to close under the influence of its own spring.

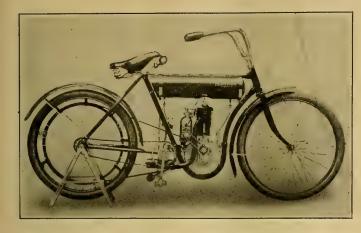
The adoption of its original compression release has carried with the elimination of all levers and places the Merkel in the leverless class. The right grip now controls the throttle and compression, and the left one the spark; Bowden wires, without joints, are employed for the grip-control system.

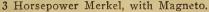
Drip oil feed has been retained.

The new carburetter is of the Heitger manufacture and is of the float feed automatic compensating type. The muffler has been redesigned, but is of the strainer type. The belt, as has been stated, is one-quarter inch wider than heretofore, and the idler is entirely new; for the lever and quadrant idler there has been substituted one with a direct up-pull, operatable from the saddle.

Yale Motorcycles. Consolidated Mfg. Co., Toledo, Ohio.

In a broad sense, the Yale-California may be said to be "standing pat." Refinements only were found possible and in all of its essential features it differs not at all from the 1907 model. One-quarter inch has been







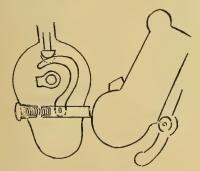
21/4 Horsepower Yale-California.

added to the stroke of the motor and its power thereby has been increased to full 21/4 horsepower; improvement also has been made in the connecting rod bearing. Considerable attention has centered on the grip control, which has been strengthened and provided with longer bearing, on the cushion fork, which also is stronger and heavier. The fork now is constructed of seveneighths, 10 gauge tubing, with forged tips and all rocker joints and is fitted with hardened bushings and bolts; the long spring is 131/8 inches in length and the recoil spring 2 inches long and both are considered to be practically unbreakable. The position of the coil and the battery box, which have been made lighter, has been changed in order to permit the use of a large coiled spring saddle. In short and in the language of Sales Manager Coffman, the Yale-California has had a "general going-over and every detail worked out to as near perfection as possible." The two machines that were staged were finished, one in Yale blue, the other in black with gold striping.

# Royal Motorcycles. Royal Motor Works, Worcester, Mass.

Only those who were well posted or who took the trouble to inquire, understood the meaning of the small and rather rusted and otherwise weatherbeaten motor bicycle that reposed against the rear wall of the Royal booth and which looked sadly out of place

in company with the three spick and span and larger Royals that were on view. But for all of that it was an historical machine. It was the identical 98 pound motorcycle which was displayed by its inventor, Emil Hafelfinger, at the cycle show in the same Madison Square Garden nearly seven years ago, when its lightness and pleasing design caused something akin to a sensation, so clumsy and ungainly were the few other



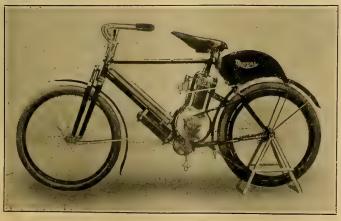
Royal Exhaust Valve Lift.

motor bicycles of that period. In that form it later was taken up and marketed as the Royal, but as it was of but 1½ horsepower, it proved inadequate and was withdrawn. The show of 1908—it was the 1908 show even though held in 1907—marked its reintroduction, in modernized form, to the public. In passing, it may be observed that the little travel-worn machine answered some of the libels regarding their enduring char-

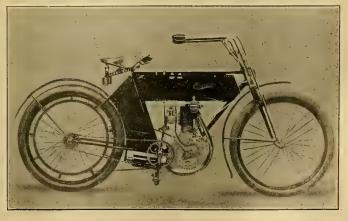
acter that have been on occasion leveled at American motor bicycles. During its more than seven years' service it never has been wholly out of commission, and it still is in good running order, having been ridden to the show by Halfelfinger's son.

The 1908 Royal, of course, is larger, longer, heavier, and more powerful than its little "daddy." It now mounts a 23/4 horsepower motor and employs a V belt instead of chain and spur gears, and it has double grip control in place of levers, but for all of that the "family characteristics" readily are recognized. The same eye-pleasing outline of frame, the same position of motor in a four tubed cage of the original type, and the same arrangement of carburetter, tank, coil, battery and muffler, have been retained, and the top tube of the frame still serves to carry the oil supply. The new motor is 234 bore, by 31/4 inches stroke, and possesses a distinctive characteristic in that its flanges are finely fluted or corrugated. Another minor detail is a needle valve located in one of the head flanges which may be made to serve the purposes of a pet cock or for injecting gasolene into the cylinder for priming.

The exhaust valve lift or compression release is of new design. It comprises a slide rod or plunger in which is an enclosed spring, which when pressed by a cam mounted on the commutator box, actuates a small bell crank which in connection with the exhaust cam causes the valve to lift.



23/4 Horsepower Royal.



31/4 Horsepower Excelsior.

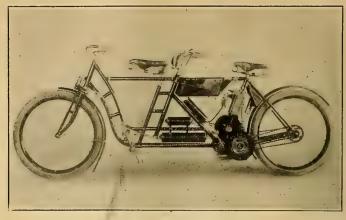


3½ Horsepower M-M.

For cooling purposes the inlet valve spring is entirely exposed to the air. The method of making and breaking the spark also is of a character exclusive to the Royal. Affixed to the motor base is a small insulated metal plate of suitable design, while secured to the side of the commutator box nearest the motor is a small spring teat or plunger. When the commutator, actuated by the grip control, is moved forward the little plunger moves with it, of course, and comes in touch with the metal plate, and the electrical contact thus is completed and the spark is generated, and the speed regulated in accordance with the arc which the commutator describes. Reverse action moves the plunger off the plate and breaks the contact.

The Royal carburetter is of the float feed, automatic compensating type and is claimed to contain fewer parts and to be more accessible than all other similar devices. The vertical spraying post, which is not tapered as is customary, is surrounded by a tube through which the primary air current passes, encircling the post, and, as the throttle is opened, this current increases, picking up the normal flow of gasolene. At the point of increase, however, where the speed of the air would ordinarily become so great as to create suction, thus drawing up too much gasolene, two auxiliary air ports in the shutter, one on each side of the tube, open, and continue to open as the speed increases, diluting the mixture to the exact requisite degree, giving an explosion of the same intensity, regardless of the speed attained.

The Royal battery case, which is of the long cylindrical pattern, secured to the lower frame tube and which accommodates three standard dry cells, incorporates a matter of ingenious detail. It is provided with a false and extensible bottom, round in shape, of course. When this bottom is fully extended it rests against the motor cage and serves to assist in holding the battery firm, which, however, is not its chief object, which is to permit the ready removal of the case, which is accomplished merely by screwing the false bottom inward. For a battery plug, a spring split pin is employed.

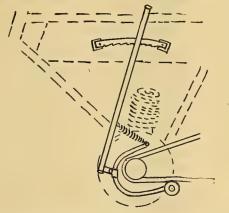


R-S Convertible Tandem.

Excelsion Motorcycles.

Excelsion Motor & Mfg. Co., Chicago, Ill.

The large and foreign looking Excelsior machine, which is absolutely new, and proved attractive by reason of its long and low construction, and big motor suggestive of power, as well as on account of a number of special and exclusive features which it boasts. Among them are the spring fork constructor, the belt idler and tension adjustment, and the arrangement of the tanks, as well as a number of finer distinguishments, not visible to the naked eye, but none the less appealing, when



Excelsior Idler and Belt Tension.

pointed out. Among these original characteristics may be mentioned the use of a special form of head fitting, made of a single piece, drop forged, and bored and reamed to size. It has tool steel fittings, and is designed to place the bearings as far apart as possible, and to give them every available working advantage; the use of quarterinch balls in the bearings, shows something of the way in which this ideal has been carried out.

Another point which might escape notice in a casual inspection is the fact that the motor may be removed without disturbing the tanks, that is, either or both of the tanks may be removed independently, and without disturbing the motor in any way, and that such removal may be made in any case without the use of any special tools. A gasolene filter with drain cock is placed be-

tween the tank and carburetter and serves a useful purpose not alone in cleaning the fuel, but in providing ready means of securing gasolene for any purpose outside that of operating the motor. The fuel and oil tanks are carried in the upper panel of the frame, the latter feeding through a sight feed oil cup which may be regulated by means of a screw on top of the tank, which adjusts a small needle valve below. The space between the seat post mast and the rear mud guard is occupied by a special case which fills the entire panel, one side containing the battery and coil compartments, while the other-the right-carries the tool roll. A pleasing little detail in this connection is the use of a set of full directions for operating the machine, which is pasted on the inside of the door to the tool compartment.

The motor is of solid construction, mounted vertically in a cradle, and has both valves on the right side in an offset pocket, the exhaust being turned to a 45-degree bevel, and the inlet being of the flat seated type as affording a quicker opening, with less length of lift. The wrist pin is locked in the piston by means of a special form of expanding spring ring, which seats in suitable grooves in the bearing bosses. The muffler is of special construction, extra large and long, the delivery pipe having very large holes, while the shell is lined with asbestos held in place by fine gauze, thus very effectually deadening the sound.

The belt tension device, comprises the usual idler which is held against the 11/2inch, water proof endless belt by a helical spring, connecting the end of a bent yoke arm carrying the idler, with a hand lever which extends from the crank case, where it is pivoted to the point about which the yoke is hinged. The upper end of the lever swings over a segment affixed to the left side of the tank, and is retained by a ratchet and pawl device, which may be released by depressing a button in the end of the handle, when it is desired to relax the tension. Because of the great length of the lever, as well as the easy tension of the spring, it is possible to obtain a very even regulation of the drive, as well as to release it sufficiently to secure what amounts to a free engine

effect, when so desired, the lever being adjustable while the motor is running.

The spring fork construction embodies the use of long fork sides extending up to the bars, and containing two sets of helical springs between the head and crown, one set being adapted to take the regular load, and the other to check the rebound. A pair of secondary forks running approximately parallel to the main members and in front of them, are arranged to work in guides parallel to the head tube, and also carried by the springs, at the top, and are articulated below, to short links connecting the main fork ends with the ends of the axle. The leverage obtained by the main forks over the auxiliary ones is sufficiently great to give an easy cushioning effect to the frame, while the use of the

tion of those members, serve to protect them. As was the case last year, the valves are used, one for slow speed running, and the other for medium and high speeds, a third auxiliary air intake, uncovered by the throttle in its extreme position, adding a still further component of air for very high speeds.

Another improvement is to be found in the new stand, which when not in use is hooked to the lower end of the back mud guard, and forms a stay for that member, the disposition being such that a very long adjustment is obtained for the belt, incidentally doing away with the belt idler formerly employed. Still another though less important addition, is that of the cylinder primer, which consists of a short length of fine bore tubing, leading from the fuel tank single shoe type, acting upon the inside of the rear belt pulley, one at the top and the other at the front side. Both are actuated by Bowden wire arrangements, applied by grip levers, one of which is mounted at the extremity of either bar. The Longuemare carburetter is used on all Peugeot models, as a result of which three small levers are required for the control of the motor, two for the gas and air regulation, and one for the timer, the valve lifter being controlled by a small finger lever mounted on the right handle bar.

A particularly neat form of design was shown in the smaller twin cylinder type, the cylinders of which are parallel to the seat post and bottom tubes, while the carburetter is mounted between them at the top, furnishing the gas to either cylinder

# TWO LIGHTWEIGHT MOTORCYCLES FROM ABROAD.



13/4 Horsepower F. N., 100 Pounds.



14 Horsepower N. S. U., 75 pounds.

secondary springs in the head tends to check any tendency to oscillation and compensate the action of the main springs, very effectually.

# M-M Motorcycles. American Motor Co., Brockton, Mass.

Among the more noteworthy improvements to the M-M line, is a new triple spring fork construction, which embodies the use of a three-leaved spring, nearly flat, and of very broad and heavy leaves, which is mounted at the fork crown, and extends forward in a nearly horizontal position, for a distance of six or eight inches. The main fork sides are articulated at the crown and at the bottom are hinged to a short link on either side, to the forward end of which the axle is affixed. A pair of secondary or dummy forks, extend vertically upward from the axle to the spring mentioned, which therefore is made to carry the entire load, the main forks still retaining the full power of guidance, while a pair of stay forks run from the face of the main member to the head. Among several of the minor changes which have been brought about in the entire line, are the use of caps over the two air valves in the carburetter, which, while in no way affecting the opera-

to the cup of the cylinder pet cock, and adapted to fed a small quantity of gasolene directly into the cylinder when the cock is opened and a small spring check valve depressed momentarily. In addition to this the cylinder heads have been redesigned, the frame design has been altered slightly, the arrangement of the rear mud guard has been changed, and an independent chain idler added. The M-M Special Twin, and Junior are new this year. The twin is of unusually low construction, in which both cylinders are built into the frame, their heads being rigidly attached to the seat post mast and lower frame tubes, respectively. It embodies a novelty in the shape of a fourcell battery equipment in which the cells are used two and two until run out, when all four may be coupled in series for emergency use. The Junior, which tips the scales at 100 pounds, incorporates a new 21/4 horsepower engine and is fitted with wood rims and single tube tires.

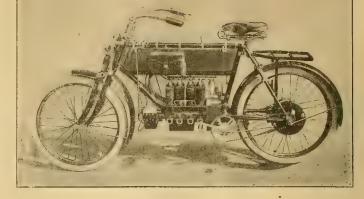
# Peugeot Motorcycles. National Sales Corporation, New York.

One of the striking features of the Peugeot machines, is the substantial braking equipment, each of the three types shown mounting two independent brakes of the

through equal branches of the intake pipe. The magneto in this type, is placed below the forward cylinder and in front of the crank case, on a bracket bolted directly to the base of the engine, the arrangement being extremely compact and accessible. In both this and the single cylinder machines, a gasolene trap is provided in the fuel line, to purify the fuel before it enters the carburetter.

On the larger twin cylinder appeared a novel and up-to-date form of spring fork in which is incorporated a shock absorber, and which is worthy of especial mention on that account. Below the crown, the main forks are bent backward to conform to the contour of the mud guards, and follow a circular arc for about one-sixth of the wheel circumference, where they are joined to horizontal swinging links, the front ends of these members being hinged respectively to short links carrying the axle and to a pair of longer arms which are curved backward slightly and joined to the lower end of a pair of dummy forks, the head of which slides in the steering head of the machine and is controlled by a concealed spring. Mounted parallel with the head on a single bracket affixed to the crown, is a small cylinder and telescoping sleeve, the latter be-





6 Horsepower N. S. U.

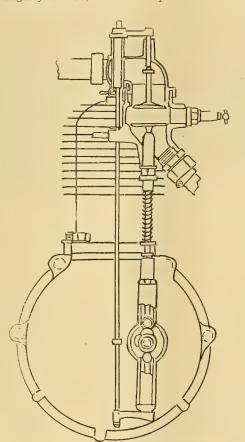
ing linked to the dummy forks by short arms, and thus checking the rebounding action of the main spring through the resistance offered to the motion of the telescoping cylinder over its plunger.

# N. S. U. Motorcycles. J. F. McLaughlin, New York City.

Aside from the white tri-car, "the affinity car," as it was labelled, which formed the spectacular feature of the exhibit, the newest and in some respects, most interesting object at the N. S. U. stand was the 75pound lightweight machine, which was shown for the first time, and which proved to be particularly trim and effective looking. It was this type that an official of the N. S. U. company recently declared to be a fair representative of the "coming thing" in the motorcycle line. Although mounted in a bicycle of hardly greater weight and strength than the ordinary roadster, and in fact, to all appearances applicable to any bicycle with little or no modification, the · power plant of this ingenious little outfit has all the specifications of the larger machines, such as spray carburetter with gas and air adjustments, band brake and back pedalling brake on the rear wheel, Simms-Bosch magneto, leather belt drive, wide mud guards, and metal tool case. The driving belt rim on the rear wheel is bolted directly to the spokes, making a light construction which is rendered amply strong by the wide offset of the spokes in the rim, while the pedal driving gear is sufficiently high geared to make pedal assistance of the motor in hill climbing an easy and non-fatiguing opera-

The heavier models, both twin and single cylinder types, are marked by a few minor improvements, almost insignificant in their nature, with one possible exception. This is the new spring fork, revealed for the first time at the show. It consists of a plain fork, with a two-leaved flaf spring fastened at the crown on either side, extending parallel to the fork sides for their entire length, and ending in a sliding block affixed to a spindle fastened to the lower end of each. A bell crank lever pivoted on the same spindle, carries at its lower end the axle, its upper end resting in a second sliding

block, in such a way that the entire weight of the forward end of the machine is borne by the spring. The arrangement is such that the fork is absolutely rigid, while the resiliency obtained is that of the long slightly curved, or semi-elliptical. The N.



N. S. U. Mechanical Valve Operation.

S. U. engines have co-axial, mechanical valves, the inlet, which is above, being opened by a long pull-rod, worked from the under side of the cam shaft.

Styria Motorcycles. Amos Shirley, New York City.

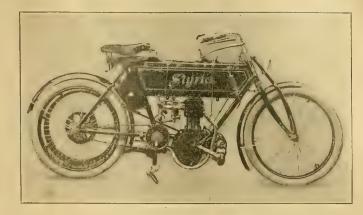
Making its first appearance in America at the show, the Styria, which is an Austrian importation, for which Amos Shirley, of New York, is the agent, caused some little rubbing of eyes, both on account of its

41/2 Horsepower F. N.

very low and long construction, as well as its multiplicity of rods and levers. Its great apparent strength, however, not to mention a 'number' of features which are entirely novel on this side of the water, served to attract attention to it. Two styles were shown, the 3½ horsepower single cylinder, and the 4 and 5 horsepower twin cylinder machines, the latter being equipped with an extreme novelty in the shape of a twospeed, free-engine gear mounted integrally in the driving wheel. This device, which is known as the K. K. Osterr patent, is so extraordinarily large as to breed confidence in its reliability at once. The operation of changing gears is performed by means of a small hand wheel mounted on the top tube about mid-way of the frame, and communicating with the rear axle by an inclined shaft which actuates a stationary nut to move a heavy worm transversely of the machine-toward the center for the high, and toward the left for the low gears, the central position giving the neutral or free engine relation. An internal and fully housed brake occupies the right end of the hub, and is actuated by a hand lever on the right end of the handle bar. The ignition system on the twin cylinder machines, also is interesting in that the magneto is mounted in a compartment of the fuel and oil tank in the upper panel of the frame, a little sliding cover on either side affording free access to it when required. Shaft drive is employed in this connection, two pairs of bevel gears, fully housed in aluminum castings, and an inclined shaft running from the crank case to the magneto and supplied with two universal joints, also fully enclosed, completing the equipment. Timing is accomplished by regulating the position of the contact breaker on the left side of the machine, the gearing which actuates it, also being connected to the exhaust valve lifter, both being operated by a hand lever adjacent to the left handle bar grip. The throttle is controlled by a small lever on the right bar, close to the brake lever, and arranged so that it may be move by the thumb in connection with the movement of applying the brake. The two-speed geared machine is driven by a tremendously heavy chain; the other models have flat belt drive,



31/2 Horsepower Two-Cylinder Peugeot.



33/4 Horsepower Styria.

with idlers tightened by a small lever placed on the top tube.

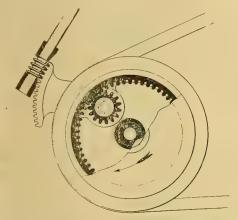
All motors have mechanical valves worked from below by direct lifting gear, this being placed on the right hand side, while the carburetters are placed on the left. A neat little provision which might readily be overlooked in a hasty inspection of the machine, but which appears to be of considerable value as a safety device, is the little strut running forward from the under side of the bottom tube of the frame, and ending in a small sector placed a half inch or so back of the fork crown. The object of this is to provide a positive support for the crown in the event of a collision, in which event, a portion of the strain is taken from the fork and frame head, and distributed over the remainder of the frame. A very heavy shock may thus be taken without danger of crumpling the top tube or bending the fork sides.

# F. N. Motorcycles. Ovington Motor Co., New York City.

Second only in point of interest to the sectioned and working model of the "Big Four," the new lightweight single-cylinder model, catalogued at 100 pounds, was the chief attraction of the F. N. exhibit. This machine, which was shown for the first time in this country, revealed many of the familiar F. N. characteristics and a number of individual points of excellence besides. The motor possesses the same features in general as that of the four-cylinder machine as to disposition and actuation of valves, general proportions, and design. The use of the belt transmission in place of the shaft and bevel gear drive of the other, however, furnishes a point of differentiation which is interesting as well as unique, when its application is considered in detail.

A reducing gear which is applied to the driving pulley, and embodies a method of adjusting the belt tension, is novel as well as extremely compact and efficient. The driving pinion on the crank shaft meshes with an internal gear on the belt pulley, this reduction, coupled with that brought about by the difference in diameter of the two belt pulleys, securing a reduction of 8 to 1. The belt pulley, instead of being mounted on a fixed bearing, is carried by a short shaft mounted on a plate set eccentric to the

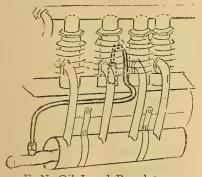
crank shaft, the plate itself being mounted over the shaft, and being capable of partial rotation about the shaft as center. Whenever it is moved in this way, the tension of the belt is affected accordingly by a very slight amount. The regulation of the belt



F. N. Reducing Gear and Belt Tension.

is accomplished through the medium of a shaft attached to the side of the tank, which when rotated turns an endless screw at its lower end, which meshes with a gear segment attached to the plate, thus swinging it backward or forward about the center of the crank shaft.

Of the several advantages which are derived from this arrangement, perhaps the most important, is that the considerable reduction between the engine and driving pul-



F. N. Oil Level Regulator.

ley speeds, permits the use of a larger engine pulley and smaller wheel pulley than otherwise would be possible, so that the belt works under better mechanical condi-

tions, than is the case with the ordinary arrangement. The arcs of contact being more nearly uniform, it is possible to run with the belt very slack without slipping or disastrous whipping, while, of course, the use of an idler is entirely obviated. Furthermore, the fact that the belt tension may be adjusted while the machine is in motion and by an exact and even movement which is not liable to throw sudden strains on the mechanism, permits the adjustment of the transmission to suit road conditions in hill climbing or running on the level.

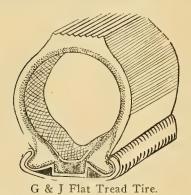
A new feature which is applied to the large as well as to the small F. N., is the oil pump, which besides having a larger barrel than was used last year, has a celluloid liner instead of a glass tube, the device thus being rendered practically indestructible. A three-way cock is placed at the bottom of the barrel, its stem being compelled to turn with the pump handle in such a way that by giving the latter a quarter turn, the flow from the tank may be cut off. In this way a cylinder full of oil may be measured off by simply drawing out the plunger to its full stroke, and turning the handle. When it is again depressed, a check valve in the foot of the cylinder is opened, and the oil is fed directly to the crank case. Baffle plates are placed at the bases of the cylinders to prevent an excessive flooding of the bores, a series of small holes regulating the return flow to the base and ensuring constant circulation of the lubricant under the pistons.

At the same time, by an extremely simple device, any evil results of over lubrication are prevented. To this end a small cupshaped bell is placed on the base between the cylinders, a small pipe leading from it to the muffler. The pipe is raised to a sufficient elevation so that no oil can escape under ordinary circumstances. When the level is higher than it should be, however, the "wash" from the case slops up into the bend of the pipe and is drained away, the upper part of the cylinders, the combustion chambers and plugs, thus being protected from fouling and the accumulation of soot.

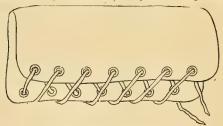
The ignition system on the "Big Four" machines has been improved this year by a change of magnetos, the F. N.-Bosch magneto with ball bearings, and having larger contacts, being now employed.

# Motorcycle Accessories at the Madison Square Garden Show

The G & J Tire Co., of Indianapolis, Ind., put on view the new raised, corrugated tread clincher tire which will for 1908 be its standard offering for motorcycles. The new tread differs materially from that for merly used, the extra thickness of rubber giving a flat effect and the corrugations being very much finer. An improved and new form of the G & J "double clinch" rim was likewise disclosed, the design making a lighter rim and one with less arch below the clinch, although the clincher construction is the same as before. Still another new thing for the motorcyclist was shown in the form of special emergency sleeves



for outer casings and emergency patches for inner tubes. The emergency sleeves are heavy and substantial and are moulded to the form of the tire. The two outer sides have brass riveted holes through which runs a raw hide thong for binding on the wheel. The inner tube patches are soft but thick and strong, the edges being thinned so that they will fit neatly inside the casing. Both the sleeves and the patches are, of course, only for temporary

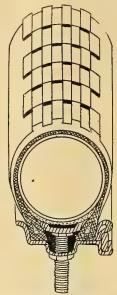


G & J Emergency Repair Sleeve.

repairs, but they provide a happy assurance of being able to get home with an inflated tire.

Of the three styles of motorcycle tires offered by the Goodyear Tire & Rubber Co., of Akron, O., the new "non-skid" tread naturally attracted the most attention, because while it had been advertised for several weeks, comparatively few riders had had the opportunity to see it. The "non-skid" has little rectangular blocks of rubber, integral with the tread, around the whole periphery of the tire, with corresponding depressions between them. The

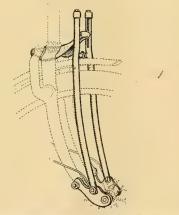
action of this tread, it was explained, is such that any skidding inclination is immediately resisted by the edges of the rubber blocks digging or gripping sharply into the road surface. The ordinary corrugated



Goodyear Mechanically Fastened Non-Skid

and the plain round treads were also shown, all of the tires, of course, being of the Goodyear quick detachable type, to go on the Goodyear rim with removable flange and retaining ring. This rim is no longer supplied with reversible flanges to take clinchers, special and separate clinchers being provided for its use with clincher tires.

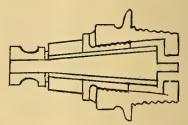
Sager Cushion forks equipped with attachments making them suitable for any motocycle, were exhibited by J. Harry Sager, of Rochester, N. Y., a special bracket for use with Indian motorcycles being the newest feature. Air-cooling copper radiating fins for motorcycle engines, also were



Sager Cushion Spring Fork for Indians.

shown, more for the benefit of the manufacturers, however, than for riders, since the fins, to be used, have to be incorporated when the motor is built.

The Splitdorf Laboratory, of New York. displayed a new magneto for motorcycles It is of the high tension type, entirely selfcontained, the high tension winding being on the armature and the standard spark advance is used on the new model instead of the armature advance which was employed in the earlier type put out a few months ago. The entire device weighs in the neighborhood of 81/2 pounds, and, of course, dispenses with coils and other similar paraphernalia. It is supplied for either single or twin cylinder machines. Splitdorf non-vibrating coils for motorcycles were also shown, for single or double cylinder motors, together with the Splitdorf

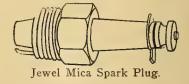


Splitdorf Non-Foulable Spark Plug.

line of spark plugs, the latter having white mica insulation and a tapered core, so as to bind more tightly with every cylinder explosion.

The Sta-Rite mica plug for motorcycles was shown by the R. E. Hardy Co., of New York. This is a separable plug which may be easily cleaned, the insulation being of pressed mica of high quality. The bushing of the plug, where it fits into the cylinder, is fitted with a copper washer spun back over the top so that it will never fall off or get lost.

Heavier construction marked the Pittsfield coils for single or double cylinder motorcycles, exhibited by the Pittsfield Spark Coil Co., of Dalton, Mass. The coils are

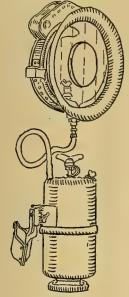


now so made that the hardest riding of the latest and most powerful machines cannot affect them, but with no material addition in weight. Jewel plugs for motorcycles were also on view, showing all the perfection of form that comes of experience in the field.

Selected accessories from a very complete stock were on display by F. A. Baker & Co., of New York. A black fibre chain idler with ball bearings was one of the conspicuous specialties, likewise the bullfrog horn, and an English black celluloid tire pump, about the size and appearance of a bandmaster's baton, was featured. Oilers, chains, tools, Indian parts, batteries and supplies were

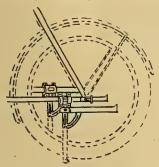
ranged in a plate glass case under electric lights, and indicated the firm's ability to supply from stock almost anything the motorcyclist may need.

Eight styles of acetylene motorcycle lamps, including those with separate and with self-controlled generators, were displayed by the Ovington Motor Co., of New



One of the Ovico Lamps.

York, in connection with the company's exhibit of motorcycles and sundries. The designs ranged from the standard types to miniature headlights of the automobile pattern, the low prices of which are as remarkable as the goods themselves. The sundry list was very complete, comprising spring foot rests, a new gear driven speed indicator with a maximum speed hand, the Ovico folding stands which are easily attached to any motorcycle, and a list of

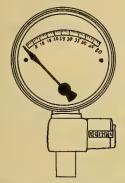


Ovico Folding Stand.

novelties such as folding hair brushes, detachable tire tools, flexible steel pump connections, and other articles for the assistance or comfort of the motorcyclist.

Both a new speed and distance instrument and a new method of application were revealed at the stand of the Jones Speed-ometer for motorcycles. The latest model is driven by gears and a flexible shaft instead of by a ring and friction wheel. Furthermore, it has an odometer attachment, like a cyclometer, so that it gives the mileage as well as the rate of speed. The flexible

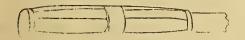
shaft drive makes it possible to bring the instrument up much closer to the eye than if it were down on the wheel, and small straps are provided to prevent the shaft flopping around and interfering with the



Jones Speedometer-Cyclometer.

front wheel. The comparatively modest price of the device is in the nature of an additional feature.

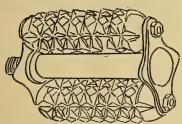
Modern motorcycle luxury was emphasized in the long, rubber "Rough Rider" extension motorcycle grips, made by the Hartford Rubber Works Co., of Hartford, Conn., and exhibited not only at the company's stand but on a number of machines as well. The rigid handle bar comes only half way down the length of the grips on the inside,



Hartford Rough Rider Grips.

beyond which point they are soft and pliable just to the extent necessary to relieve the wrists.

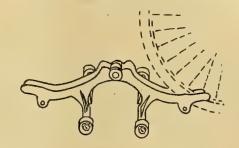
One of the long desired contributions to motorcycle comfort made its appearance at the show—a real rubber pedal, manufactured by the Standard Company, of Torrington, Conn., and which found such a quick welcome that it was displayed on practically all of the machines at the show. Generous, broad treads of genuine soft rubber are provided and the bearings at both ends are large and of the same size, so that the pedal runs very smoothly and freely. The balls in the bearings are 5-32 inch diameter, and the axle is of 34-inch stock. The rubbers are deeply corrugated so that the rider's foot clings to the pedal. Every part of the

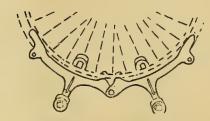


Standard Motorcycle Pedal.

pedal is of the best material, as evidence of which may be adduced the fact that in selecting the stock for the rubbers, the manufacturers chose that offered by the highest bidder, despite a difference of 14 cents.

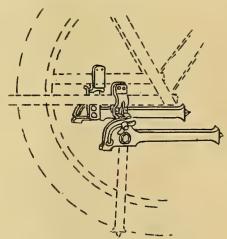
Charles E. Miller, the big jobber and supply man of New York, who grew up with the bicycle business and has of late years become famous in the field of automobile supplies, has recently turned his attention to the requirements of the motorcyclist, and





Miller's Ocypus Stand.

as a result there were displayed at his booth not only the celebrated Brampton roller chains in sizes suitable for motorcycles, but two forms of imported motorcycle stands, and an impressive array of leggins, goggles, gloces and specialties. The Brampton chains, for which Miller is the exclusive agent in the United States, are an English



Miller's S. N. P. Folding Stand.

production which have made a great reputation for themselves in the hard service of automobile use, and Miller has just completed arrangements by which Brampton roller and block chains will now be supplied in the standard motorcycle sizes. The S. N. P. stand he showed, is of the familiar folding type, attachable to any motorcycle, while the other stand, called the Ocypus, is a self-adjusting device with casters, for use indoors or on the show room floor, the

wheel of the motorcycle being rolled into a cupped or trough-like part with a joint in the middle of it so that it comes up around the lower part of the wheel and holds it firmly, the casters of course permitting the machine to be readily moved about.

With shining blue sides and equally highly polished straw tempered hard rollers, a new roller chain constituted the leading display of the Diamond Chain & Mfg. Co., of Indianapolis, Ind. It is a beautiful specimen of the chain making art. It is of the regular 5/8-inch pitch and the rollers are 1/4 inch in width and 2/5-inch diameter. The chain boasts a strength of 2,500 pounds, and shows all the modern refinements, the sides being beveled and the bushings being of hard steel, solid and not split. The livets are also made hard and the hoies are reamed. This chain is known as the "No 150." The company also shows a line of block chains for motorcycles. The "No. 101" has hard figure 8 blocks and bright figure 8 sides, its ultimate strength being 1,600 pounds. The "No. 102" has plain straw tempered B blocks and plain blue solid B sides, with an ultimate strength of 1,700 pounds. Nickel steel is used in the "No.102" which resembles the "No. 102" in appearance, but has an ultimate strength of 2,500 pounds.

The Aurora Automatic Machinery Co., of Aurora, Ill., had on view the new three horsepower Thor engine, fitted with the self-contained gear, which eliminates the chain driven countershaft. The motor and gearing had an illustration of its application in complete motorcycle construction in the Light motorcycle in the motorcycle section.

A well arranged display stand was provided for the Bosch "flaming arc" magneto for motorcycles, at the space of Robert Bosch, Inc., of New York. Upon turning a handle to revolve the magneto, the resultant sparks appeared in brilliant succession at the end of a plug mounted in a cut away cylinder. This magneto, which is of the high tension type, entirely self-contained, has been on the market for some five years, and is supplied for either single or double cylinder motors.

One of the unlooked for accessories was a gear driven speed indicator, styled the Cycle-Meter, which was displayed by the Auto Improvement Co., of New York. The instrument, in addition to being distinguished by the gear drive, has a "maximum speed hand" which remains at the highest speed reading attained, until it is released by a push button.

By reason of the fact that it sells chiefly to the manufacturers, the Standard Welding Co., of Cleveland, O., did not display its motorcycle products conspicuously to public view, but specimens of the company's work in seat posts and steel motorcycle rims were available to those who might be interested. Electric welding, which is a feat-

ure of the Standard's system of production, accounts for the one-piece effect which characterizes its motorcycle specialties.

# SUMMARY OF EXHIBITS. Motorcycles.

American Motor Co., Brockton, Mass., M-M motorcycles—Three one-cylinder motor bicycle, one two-cylinder motor bicycle

Baker & Co., F. A., New York City, motorcycles and supplies—One one-cylinder Indian motor bicycle.



R-S Ladies' Tricycle.

Curtiss Mfg. Co., G. H., Hammondsport, N. Y., Curtiss motorcycles—Two one-cylinder, one two-cylinder and one eight-cylinder motor bicycles.

Consolidated Mfg. Co., Toledo, Ohio, Yale-California motorcycles—Two one-cylinder motor bicycles.

Excelsior Motor and Mfg. Co., Chicago, Excelsior and Triumph motorcycles—Three one-cylinder motor bicycles.

Hendee Mfg. Co., Springfield, Mass., Indian motorcycles—Two two-cylinder motor bicycles, two one-cylinder motor bicycles, one two-cylinder delivery van, one two-cylinder tri-car, and one two-cylinder tricycle.

Light Mfg. & Foundry Co., Pottstown, Pa., Light motorcycles—Two one-cylinder motor bicycles,

Merkel Motor Co., Milwaukee, Wis., Merkel motorcycles—Two one-cylinder motor bicycles.



R-S Carrier Tricycle.

Shirley, Amos, New York City, Styria, R-S and Indian motorcycles—Three one-cylinder and two two-cylinder motor bicycles.

N. S. U. Cycle and Motor Co., New York City, N. S. U. motorcycles—Three one-cylinder and two two-cylinder motor bicycles and one two-cylinder tri-car.

Ovington Motor Co., New York City,

F. N. motorcycles—One four-cylinder and one one-cylinder motor bicycle and one four-cylinder tri-car.

Reading Standard Mfg. Co., Reading, Pa., R-S motorcycles—Three one-cylinder motor and one two-cylinder motor bicycles, one one-cylinder motor tandem, one one-cylinder convertible tricycle, and one one-cylinder delivery van.

Royal Motor Works, Worcester, Mass., Royal motorcycles—Four one-cylinder motorcycles.

National Sales Corporation, New York City—Peugeot motorcycles—One one-cylinder and two two-cylinder motor bicycles.

### Accessories.

C. F. Splitdorf, New York—Splitdorf coils and magnetos, and the new Splitdorf spark plug.

Goodyear Tire & Rubber Co., Akron, O.—Goodyear mechanically fastened tires with the new non-skid tread.

G & J Tire Co., Indianapolis—G & J double clinch tires, also a new emergency repair sleeve.

Jones Speedometer Co., New York—Jones speedometers.

Manufacturers' Foundry Co., Waterbury, Conn.—Engine castings.

Pittsfield Spark Coil Co., Dalton, Mass.—Pittsfield coils and Jewell spark plugs.

Hartford Rubber Works Co., Hartford, Conn.—Hartford Rough Rider grips.

R. E. Hardy & Co., New York—Sta-rite spark plugs. J. Harry Sager, Rochester, N. Y.—Sager

cushion forks.

Aurora Automatic Machinery Co., Aurora,

Ill.—Thor motors and carburetters.

Diamond Chain & Mfg. Co., Indianapolis,

Diamond Chain & Mfg. Co., Indianapolis Ind.—Diamond chains.

Charles E. Miller, New York City—Brampton motorcycle chains; "Ocypus" roller castor motorcycle stands, S. N. P. stands; spark plugs, batteries and other sundries.

Breeze Carburetter Co., Newark, N. J.— Breeze carburetters.

Robert Bosch, Inc., New York—Bosch magnetos.

Standard Welding Co., Cleveland, Ohio— Electrically welded parts.

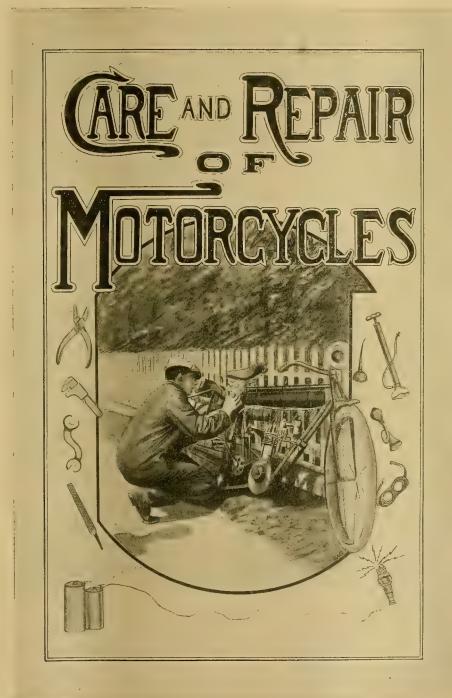
F. A. Baker & Co., New York—Motorcycle accessories,

Auto Improvement Co., New York—Speed indicators.

Practically everything that has been done for the motorcyclists of America, has been accomplished by the Federation of America. Every rider with red blood in his veins owes it his support and in the form of the badge, handbook, road maps, etc., receives his full money's worth, apart from other considerations. H. J. Wehman, secretary, 108 Park Row, New York.

# In Preparation

Ready about December 15



Price 25
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The Bicycling World Company

154 Nassau Street, New York

Price 25
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# L. A. W. PRESIDENT A SUICIDE

Without Known Cause, W. B. Everett Ends
His Life with Gas—Was One of
the Pioneer Cyclists.

William B. Everett, one of the pioneer cyclists of America, and who was serving as president of the League of American Wheelmen, committed suicide at his home in Dorchester, Mass., Wednesday, 30th ult., by inhaling gas. Mr. Everett was discovered by his wife, in his sleeping room, with a rubber tube connected to the gas jet, in his mouth. Dr. Gavin was hastily called but found that Mr. Everett had been dead some minutes.

No one knows what induced Mr. Everett to take his own life; the only theory has been advanced and that would seem to furnish the most logical explanation, is that for some time Mr. Everett had gradually been losing his hearing and it is said that he secretly brooded over the affliction.

Wednesday morning he went to the factory of the Soule Photographic Art Co., of which he was the head, and remained there from 9 until 11.30 o'clock. He did not seem to be in his usual spirits and went home. That was the last time he was seen alive.

William B. Everett was 52 years old and is survived by a wife and four boys, Harold, Dexter, Shirley and Robert, Harold, the eldest, being married. The family has lived in Dorchester many years, where Mr. Everett was noted for his public spiritedness. He has been head of the Soule Photographic Art Co., for 25 years, and last year after the death of the senior member of the firm of Williams & Everett, his father having been the second member of the firm, he went into partnership with Miss Hetty B. Williams, who inherited a share in the business. Later Miss Williams sold her share in the business to Mr. Everett.

Although Everett was one of the old guard of cycling, and served in minor capacities, he never played any large part in the affairs of the League of American Wheelmen, until in the last few years since the organization has degenerated into a refuge for veteran cyclists, and made practically an annex for the Boston Bicycle Club's annual Wheel About the Hub. Mr. Everett's official service in national affairs dated from this year, when he was made president of the League. He was one of the big men in the Boston Bicycle Club and was widely known throughout New England, where he was highly esteemed by all who claimed his friendship.

### Canfield and Tigers at Kilkenny Games.

"Big Bill" Canfield, of the Kilkenny Athletic Association, showed Alfred Tennyson Judge of Memphis, Tenn., how to ride be hind pace on a four-lap unbanked dirt track at the athletic meet at Celtic Park, Long Island City, last Sunday, 3d inst. A crowd

numbering 2,000 cheered the big Irishman when he crossed the line a winner by a half

Judge drew the pole at the start and got a slight lead, which he held for one lap and part of the next, when Canfield passed. Judge rode strongly and trailed Canfield until near the finish. The track was rough from the rain the night before so that the time for three miles, 7:1134, was not slow.

Not the least of the features was the ten miles closed championship race of the Tiger Wheelmen. James Byrnes, a coming champion, distinguished himself by riding the distance practically alone, keeping a halflap in front of Bizzarri, Seldney and Mc-Millan, the low-markers. Byrnes rode so hard that Bizzarri rode "all in" in an endeavor to overhaul the leader, and sat up. Seldney captured the time prize by a small margin. Byrnes was timed at 37:25. The summaries:

Three miles, motor paced match, professional—Won by William Canfield, Kilkenny A. C.; second, Alfred T. Judge, Memphis, Tenn. Time, 7:113/6.

Ten miles club championship, handicap (Tiger Wheelmen)—Won by James Byrnes (230 yards), time, 37:33; second, Arthur Seldney (30 yards), time 35:25; third, Frank McMillan (1:30), time, 40:10; fourth, Nicholas Kind (100 yards), time, 50:15.

### Reliability Run for Motorcyclists.

Emulating the automobile club, the Chicago Motorcycle Club has decided to hold an open motorcycle reliability run during vember 26, 27 and 28, the same date sethe week preceding the Chicago show, on November 26, 27 and 28, the same date setime set and the distance to be covered each day, will be 200 miles, rather strenuous going. The course will be from Chicago to South Bend, Ind., and return the first day; to Rockford, Ill., and return Wednesday, the 27th; and to Ottawa, and back the following day. The rules provide for the sealing of all detachable parts, tires alone excepted. Penalizations will be imposed to be deducted from a total credit of 1,000 points. The checking stations will be at Michigan City and South Bend, Elgin and Rockford, and Aurora and Ottawa.

### Motor Bicycle for Pelham Handicap.

A single cylinder Curtiss motorcycle has been selected as the first place prize in the Tiger Wheelmen's Pelham Handicap, a twenty-five miles race, to be held on Pelham Parkway, the Bronx, Thanksgiving morning, 28th inst. A diamond ring is to head the time prizes, which with the place prizes will number at least twenty-five. The motorcycle will be on exhibition next week at H. A. Gliesman's 782 Eighth avenue. New York City, where entry blanks may be secured.

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.

# ARMSTRONG'S ACTION IS UNDONE

His Removal of a C. R. C. Division Official

Declared Irregular—Meeting Proved

Full of Animation and Talk.

Ernest G. Grupe has not lost his "job" as secretary-treasurer of the New York State division, Century Road Club of America, although he was "fired" from that official position by National President A. G. Armstrong, as related in the Bicycling World two weeks ago. At the regular meeting of the division, held in Brooklyn, Thursday night last, 7th inst., Grupe was completely exonerated of the charges Armstrong had brought against him and Armstrong was shown that he was too hasty in suspending Grupe for neglect of duty.

There was plenty of excitement at the meeting, according to one who was present. The part of the minutes of the previous meeting which related to writing a letter to the National President (which, by the way, was suggested by Armstrong himself), asking him to suspend Grupe, was ordered erased from the minutes, Armstrong himself making the motion.

Armstrong was not in the chair and during a warm discussion he "called down" the chairman, and was in turn called to order from the chair, the real chairman telling Armstrong that as long as he had the chair he (the chairman) and not Armstrong would run the meeting.

It was brought out that Armstrong had over-reached his rights when he suspended Grupe at the previous meeting. The constitution of the organization requires that specific charges must be made against an officer first and then a copy of such charge, signed by at least ten members of the division, must be served upon such official, who is given twenty days in which to answer to the charges. In the meantime he may be suspended by the president, pending an investigation of such charges by a committee. This, it seems, was not done, in accordance with the provisions.

As the matter now stands Grupe is still secretary-treasurer of the division despite Armstrong's action. It is said that Grupe's enemies will make an effort to have him unseated, but Grupe does not care now, as he has proved his contention that Armstrong did wrong in "firing" him without a hearing.

### The Opinion of a Motorcyclist,

"Enclosed find check for \$2 for which kindly renew my subscription to the Bicycling World. I could not possibly be without it for very long, as I can truthfully say I have gained from it all my knowledge concerning the intricacies of motorcycles. I can recommend it to all motorcyclists as the most educating magazine of its kind published to-day."—John K. Clemens, Cleveland, Ohio.

# SIXTEEN TEAMS FOR BOSTON GRIND

Rumor Gives that Number—Some Leading Riders in Doubt—Newcomers in the Six Day Game.

If all the teams that are said to have signed to start in the race, the six days, ten hours a day, race, due to begin Monday afternoon, 11th inst., on the new saucer in the Park Square Coliseum, Boston, should be a notable contest, that is, to the extent of all long professional grinds of the sort. As many of the riders entered in the Boston mill also are signed for the New York race, it will put the riders in good condition for the latter race. According to Boston advices, 16 teams will line up for the race. Ther are as follows:

Hardy K. Downing, San Jose, Cal.—Norman C. Hopper, Minneapolis, Minn.

Edward F. Root, Melrose, Mass.—Pat Logan, South Boston.

Joe Fogler, Brooklyn—James F. Moran, Chelsea, Mass.

George Wiley, Syracuse N. Y.—Elmer L. Collins, Lynn, Mass.

Charles A. Sherwood, New York City—Carl Limberg, San Jose, Cal.

J. T. Halligan, Newark, N. J.—Ben Hill, Newark.

Frank J. Galvin, New Milford, Conn.— J. B. Holbrook, Brockton, Mass.

Worthington Longfellow Mitten, Davenport, Ia.—Pat Keegan, Boston.

Guiseppi Fallani, Italy—Antonio Bizzari, New York City.

Arthur Vanderstuyft, Belgium — Leon Vanderstuyft, Belgium.

Emil Doerflinger, Switzerland—Floyd Krebs, Newerk, N. J.

Louis Darragon, France—Nat Butler, Cambridge, Mass.

Walter A. Bardgett, Buffalo-Matt Downey, Boston.

A. M. Anderson, Denmark—Hugh Mac-Lean, Chelsea, Mass.

Dennis Connolly, Boston—Fred Hill, Watertown, Mass.

John Bedell, Lynbrook, L. I.—Menus Bedell, Lynbrook, L. I.

Undoubtedly this is a formidable array of talent, but whether all the above riders will start is problematical. Manager Alex MacLean avers they will, but others are inclined to a different view. "The Vanderstuyft brothers are in America, but it is understood that their price was too high. It is indeed news that Darragon, Nat Butler and Doerflinger are to ride. Butler arrived in New York this week, but with a broken collar bone, so his starting is very doubtful. Darragon, the world's champion pace follower, and Doerflinger, who teamed with Tommy Hall in the New York race two years ago, are said to be in Boston prepared to ride, but that also is doubtful.

Downing, Hopper, Root, Fogler, Moran, Logan, Wiley, Limberg, Galvin, Keegan, the Vanderstuyfts, Krebs, Doerflinger, Butler, Bardgett, Darragon, the Bedells, and Downey, are experienced six day machines, so if they all actually start a good race should result. The riders who will break into the game for the first time are: Elmer L. Collins, Ben Hill, J. T. Halligan, J. B. Holbrook, Guisseppi Fallani, Antonio Bizzari, A. T. Anderson, Dennis Connolly, and Fred Hill. Little is known of either Fallani or Anderson. The first named came from Rome, Italy, with intention of riding in the New York race, and is said to have a reputation for long distance road riding. Bizzari is an Italian youngster, who has been prominent in amateur road races around New York this season. Anderson is a big Danish sprinter. Sherwood, the American amateur champion, will make his debut as a cash-chaser.

The Boston race is scheduled to go ten hours a day for six days, beginning at 1 p. m. on Monday. The race will conclude every night at 11 o'clock, with a final sprint for extra prizes. The money the riders will receive will be according to the attendance, as they are riding on percentage. The meet will, start to-night with a good card of races, the feature being a paced event between American Champion McLean and Downing, the fastest pace follower in the west. A ten mile open for "pros" and two events for "simon pures" are also on the card.

### "Karl Kron" on Another "Annual Tour."

"Karl Kron," the eccentric New Yorker who claims to have ridden 46,143 miles on his nickel-plated Columbia ordinary since April, 1884, is "at it" again. Kron's annual tour came near having an untimely and inglorious end in Fall River, Mass., last Saturday, 2d inst. He was en route to Newport and was being escorted out of the city by W. D. Wilmot, when opposite the city the "backbone" of his time-tried old machine snapped in twain. Fortunately for "Kron" Mr. Wilmot happened to have in his store the "backbone" of an old ordinary he used years ago when a trick rider, so that the "tour" was interrupted for only a few days. "Kron" created the usual surprise in Fall River, when he rode through there attired in his immaculate white flannels, and bare-headed, on his nickel plated ordinary.

# Dupre to Team with Leon Georget.

Victor Dupre, one of France's fastest sprinters, has been substituted for Passerieu in the forthcoming six days race. He will be teamed with Leon Georget, who also unexpectedly has been engaged. Unless there are other changes between now and December, the foreign teams that will compete in the annual grind are as follows: L. Georget, Dupre; Darragon, Petit-Breton; Rutt, Stol; Jacquelin, Vanoni, and the Reynolds brothers. The foreigners will leave France about the 24th of this month on the steamer Provence.

# **EXCITING ELECTION DAY CONTEST**

Tiger Wheelmen's Try-Out of the Pelham Park Course—Fifteen Mile Handicap Won by Dark Horse.

Although it was not widely advertised one of the most exciting races of the season took place in New York City on Election Day, 5th inst. It was the 15-miles handicap closed to Tiger Wheelmen, held on Pelham Parkway, Bronx, and considerable more than a thousand spectators enthused when J. B. Berlenbach, a dark horse, crossed the line first.

The race was organized by the Tigers to try out the course where the big Thanks-giving Day race will be held and permission having been secured from Park Commissioner Berry to use the Parkway for a race about 50 of the Tigers rode to the Bronx Tuesday morning. 'At one o'clock the time for the race to begin, a large crowd had congregated, and the six policemen detailed to guard the course, had some difficulty in keeping the boulevard clear. The course was only one and one-half miles in length, necessitating five laps, so that the crowd had a good show for their trouble.

Berlenbach, an unknown quantity, was given four minutes handicap, a liberal enough lead, and quite sufficient. He rode in front all the way and his time at the finish, 42:13, only a minute slower than made by the scratch men, shows that he is entitled to ride with the fast men.

The feature was the riding of Antonio Bizzarri, the Italian who will make his debut as a professional in the Boston six days race. Bizzarri was alone on his mark, but soon caught James Byrnes, one minute, and together the pair overhauled the field, all save Berlenbach. The finish between Bizzarri and Byrnes was exciting. The Italian youngster got the jump, but Byrnes came back at him with another, and neck and neck the pair raced down the stretch to the finish. A few yards from the tape Bizzarri made a final spurt and beat his club mate by less than a foot. George Henry was third. The summary:

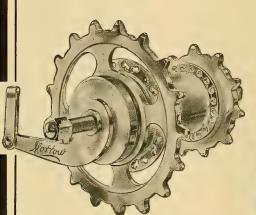
	os. Rider.		
1	J. B. Berlenbach	4:00	42:13
2	Antonio Bizzarri	Scratch	41:00
	James Byrnes		42:30
4	George Henry		43:52
5	Nicholas Kind		44:21
6	Frank McMillan	1:30	45:29
	Louis Mautner		47:15

### Parkersburg Enforcing Sidewalk rdinance.

Parkersburg, West Va., has just discovered it has an ordinance that prohibits the riding of bicycles upon the sidewalks in the city. Following this discovery—Parkersburg people have been using the sidewalks for years without hindrance—the police got unusually busy and arrested Carl Cox, who happened to be the first victim. Others will be "pinched," it is stated, unless the practice is stopped forthwith.

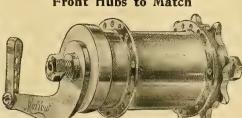
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# TOURED THROUGH FIVE STATES

Cyclist's Narrative of a Trip from Norfolk, Va., to Boston—Varied Experiences and Only One Misadventure.

Vielding to the lure of the road last summer, I made a bicycle trip from Norfolk, Va., to Boston, Mass. The actual beginning of the tour was at Cape Charles, which point was reached by boat from Norfolk. My course was northward, through eastern Virginia and Delaware. At times the road led through delightful forests of pine. Cycling without any preliminary training for my long ride was extremely hard, and during the first few days I felt the effects of so much exertion without previous preparation.

Getting toward the north a noticeable change was seen from the potato fields passed on the way up the peninsula to the many peach orchards as the course led into Delaware. My route took me through Pocomoke, Salisbury, Dover, Wilmington, and Chester, to Philadelphia.

Leaving Philadelphia I rode to Morristown, Pa., following the Schuylkill river for a time, and then heading north again, planning to strike the Delaware river below Easton. From Morristown the riding was hard, as it had rained the night before and the roads were fearfully muddy. By alternately riding, walking and carrying the wheel over the worst places, I managed to get through that part of Pennsylvania and at last reached the river at Reiglesville.

On the State road which follows the river cycling was very much easier. Starting toward the hills ahead, I could not help wondering what experiences they held for me. A short spin brought me to Phillipsburg. Here I crossed the Lehigh river at its junction with the Delaware. At Easton I made a brief stop for the purpose of having my rear wheel fixed. A puncture somewhere down the road made this necessary. Starting again I headed for the hills north of Easton.

Belvidere was the next town at which I stopped, but for only a few minutes. It was about dusk when the friendly skyline of a small town called Portland, promised shelter for the night. My journey was resumed at 7 o'clock the next morning, with a ride of eight miles to the Water Gap as an appetizer for breakfast. Several hours were devoted to loitering among the many beautiful spots at this popular resort.

Leaving this charming place with regret my course was along a road that plunged into pine forests, affording friendly shade and invigorating with the rich odor of the woods; then down into a glen where the sun's rays seldom penetrated; and so to and over the wooden bridge where the creek leaps onward to join the Delaware. As the road, marked by thin white haze of vaporish heat, stretched beyond, with the hill

away in the distance, I wondered could it be ascended awheel. When the trial came, clutching the handle bars more tightly and bending over until I seemed part of the machine itself, I pushed for all I was worth until the top was reached, with thankfulness that the hill was no steeper. Coasting down the other side I well could smile at the exertion just ended. The long level white road ahead atoned for the trouble met with in the ascent.

Perfect beauty and peace dwell in this peaceful valley. To the north lay the mountains yet to be passed; to the south were those just passed; off to the east and west other hills, mates to those about me, rose majestically, their summits crowned with pines, gnarled and twisted by the storms of many winters. In the fertile val-

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ley below could be seen the sheen of the river against the green background of the hills beyond, towering in state above the surroundings. Past Bushkill Falls and across the small creek that comes tumbling joyously down the mountain side and races under the bridge in its freedom and haste to reach the river beyond, I reached Bushkill, two miles to the north. Milford was reached at noon and here, my rear tire leaking, I had a new one put on. Then I proceeded to Port Jervis, seven miles distant, crossing the river there and starting toward Liberty.

After leaving the river and entering New York I found the roads much more level than those along the Delaware, until Wurtzboro was reached, about 5 o'clock in the afternoon. Here I changed my course and traveled toward the west. Having several hours of daylight left I decided to push on and try to reach Liberty before night. It was only 25 miles up the hill, I was told. But 25 miles up hills is no easy proposition on a wheel. Before covering half a mile I was forced to dismount and walk. After walking three hours and seeing no

signs of a town, I concluded I would be fortunate in reaching Monticello before dark, if ever I reached it. Uncertainty and darkness made the roads one vast picture of gloom as I trudged forward on my upward way, for the sun had disappeared behind the western hills long before the friendly lights of the town came into view.

Reaching Monticello at last my enormously developed hunger drove me to a restaurant as a matter of course, and then came a search for lodgings. It brought a realization of the discomfort of inpecuniousness in a strange town. My cash assets had dwindled to a few cents, payment for lodgings were demanded in advance, and naturally my check was no better than my unknown face. Fortunately, however, I was finally able to persuade the clerk at one hotel to give me accommodation for the night on my promise to remit the amount of my bill on reaching Liberty.

The ride to Liberty, a distance of ten miles, was accomplished the next morning in time to permit of my joining my friends there in a fishing trip to one of the lakes not far from the town. How many pickerel we caught is immaterial, as this is no fish story. The next day witnessed the resumption of my journey, and the forenoon afforded my first adventure. course was laid for Kingston, and for 30 miles or more from Liberty, which is 1,600 feet above sea level, it was down grade all the way to Ellenville, following the winding valley of Esopus creek the greater part of the distance. Early in the trip I yielded to the temptation to enjoy the excellent coasting, but when I attempted to brake, the brake locked. Not expecting such a thing, I was caught unaware and went flying through the air off my wheel. Luckily my flight ended in a sand bank, and I suffered nothing more serious than a jolt. This was the only accident of the entire trip.

From Ellenville my course again was north, and still along the banks of the Esopus. In a few hours the Hudson river came into view, and then it was but a short ride to Kingston. Crossing the Hudson by ferry from dondous to Rhinecliff, my afternoon riding was northward to Hudson, which point was reached by 5 o'clock. A stop of ten days among old associates and familiar surroundings formed what might be termed an interlude in my tour.

Eastward across Massachusetts, the next stage of my journey, after it had been resumed, was to Pittsfield, 40 miles, and then on to Dalton. Pittsfield was reached easily in time for dinner. The afternoon ride was through the picturesque Berkshires, with poor roads most of the time, and hills to walk until I reached the summit near Windsor. Then riding was possible again, although it was pretty rough at times. After passing West Cummington, I found good roads to Northampton.

Amherst was reached on the first stage of the next day's ride, and some time was devoted to riding through the principal streets in the vicinity of the college. The next 20 miles was through considerable sand to Ware. After dinner at Ware I pushed on to West Brookfield, striking there the State road from Springfield to Boston. During the remainder of the afternoon I rode hard, thinking I possibly might reach Boston before dark; but shortly after I left Worcester, rain put an end to my riding for the day. Marlboro was my stopping place for the night. The remaining 30 miles to Boston were covered in two hours the next forenoon.

When I reached Boston I was none the worse for my trip of 750 miles; in fact, I felt better than at the start. I was sunburned the color of an Indian, for during my outing I was outdoors practically all the time. Ordinarily I rode about ten miles an hour, averaging between 70 and 80 miles a day. For the two weeks that I was riding my expenses were only \$15.

HARRY LONG.

### Revenue from Motorcycle Police.

Motorcycle police have proven a boon for the Newark, N. J. city treasury. At the weekly conference of the captains and chief of the police force the work of the motorcycle squad was discussed at length and their zealous work complimented. Since the three motorcycles were placed on duty some weeks ago they already have already netted the city over \$600 in fines paid by automobilists.

## Gasolene in Oil Tank a Danger.

The chief objection to the practice of putting gasolene in the oil tank, which appears to be current in some garages, is that gasolene besides being a poor lubricant, tends to vaporize when it reaches the crank case, and to go off when the motor gets about so hot. Otherwise it might be a good thing on the whole, tending to clear out the feed piping and pump or drip cup.

## How to Wipe the Bearings.

When cleaning the machine, always wipe away from, not toward, the bearings. Even a small amount of dirt carried over the outer ends by the cloth or waste, may find its way inside and cause trouble. Similarly, when flushing out bearings of any sort with gasolene or kerosene, allow the cleansing fluid to run away freely, draining the parts until perfectly dry before lubricating or attempting to use the machine again.

### Kansas City Motorcyclists Organized.

Kansas City, Mo., is now possessed of a motorcycle organization. The Kansas City Motorcycle Club was organized on Wednesday, October 20, with twenty-five charter members and these officers: President, R. D. Martin; vice-president, L. J. Vogel; secretary-treasurer, F. J. Hahn.

Omaha, Neb., is to have a lively winter season of sports if plans now contemplated are carried out. A program of wrestling bouts and a week—or more of bicycle racing at the Auditorium, is being agitated.

# WALTHOUR IN ANOTHER FATAL RACE

But He Was Not a Victim This Time— Tragic End of a Pace Maker—Notes of Foreign Tracks.

Another casualty has been added to the ever increasing list of European pace-following fatalities. Wolff, a well known German pace maker, was killed instantly in a horrible accident at Dresden, on Sunday, 27th inst. As usual, the German promoters endeavored to suppress the news, and it was only until Walthour, who participated in the race in question, arrived in Paris last week that the full details were divulged.

With 10,000 spectators wildly cheering for their respective favorite, Walthour, Verbist, Robl, Guignard, and Piet Dickentmann started in an hour race behind big motors.

Everything went well until the 58th kilometre. Ceurremans, who was pacing Verbist, brushed against Robl's pacemaker. A terrible mixup ensued and Ceurreman, Robl and Verbist fell. Without a rider to guide it, Ceurreman's pacing machine ran amuck and before it toppled over struck Wolff, who was pacing Dickentmann and Devilly, Robl's pacer.

Poor Wolff met a horrible death. He was literally torn assunder and succumbed almost instantly. Devilly's leg was broken and Ceurreman was seriously hurt. Verbist and Robl escaped with painful contusions. Guignard, Hoffman and Walthour were far enough behind to avoid the melee. At the time of the accident Guignard was leading, with Verbist second, Robl third and Walthour fourth.

Thorwald, Ellegaard, Henry Mayer and Walter Rutt were the only three champions who survived the gruelling trial and semifinal heats of the fourth annual Grand Prix de L'U. V. F. at the last outdoor meet in Paris, Sunday, 20th inst. Ellegaard took the final heat from Mayer by one wheel, with Rutt only a few inches behind. Devoissoux, Friol, Vanden Born, Hourlier, Schilling, Thuau, Heler, Broka and Bardgett were a few of the good riders in the heats, but they were disposed of. The tandem race went to Dupre and Lagarde with Rutt and Ellegaard second. Elmer J. Collins competed in the 30 kilometre paced race with Parent and Wills: Parent won with Wills second.

Cyril Vanhouwaert, the young Belgian long distance road crack, won a 6 hour track race at Brussels on the 20th ult., covering in that time 191 kilometres 500. Verstraeten was second, one lap hebind and Platteau third, by two laps. The American negro, "Woody" Hedspeth started, but did not finish.

Elmer L. Collins, the young Lynn (Mass.) pace follower, who went abroad with Hugh MacLean, wound up his European engagement at Paris, on Sunday, 27th ult., when he competed in a 50-kilometre race at the

Velodrome D'Hiver against Contenet, Bruni and Parent. The race went to Contenet, who finished five laps in front of Bruni. Collins beat Parent by 12 laps. Time, 40:24.

Although not in the best condition since his fall Walthour continues to ride. He was a contender at Steglitz, Berlin, on the 20th. The event was 100 kilometres in two heats, the best combined time counting in the final award. Verbist, the new crack, covered the distance in 1:14:14, Robl was second, Guignard third and Walthour fourth. On the same Sunday two other six day candidates, Darragon and Jacquelin, scored victories at different places. Darragon won the paced race from Contenet at Tours, France, and Jacquelin finished first in the sprint race at Marseilles.

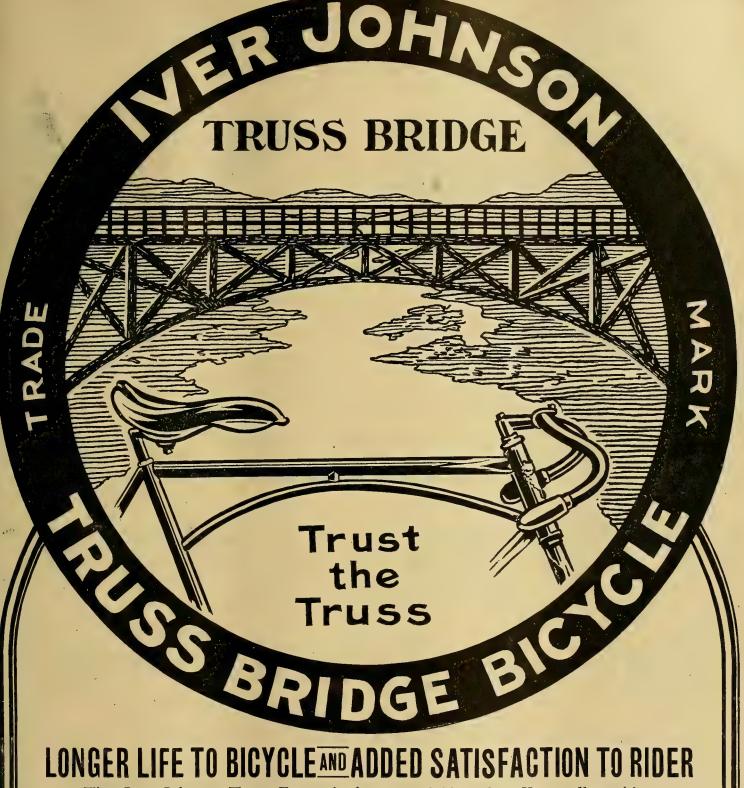
## Riders Arrive from Europe.

Nathaniel Hawthorne Butler, of Cambridge, Mass., was almost a veetran when the present-day bunch of professional cracks began to show ear-marks, arrived in New York the first of the week, accompanied by his wife. Butler carried his arm in a sling, as the result of a bad fall received in Germany two weeks ago, while following pace. The veteran pace-follower expects his fractured collar bone to heal sufficiently to permit him to ride at the Park Square saucer, Boston, within a month. Butler has been riding in Europe for several years and has been very successful, his earnings this season amounting to about \$8,000. Because of the numerous accidents that have taken place on the continental tracks, Butler has "almost" decided to retire from the game.

The Vanderstuyft brothers—Arthur and Leon—arrived simultaneously, soming from Antwerp. As has been related in the Bicycling World before, P. T. Powers did not engage Arthur, the elder, for the annual six day grind, but nothing daunted, the Belgian stayer concluded to come any way, and brought his 17-year-old brother, Leon, with him. The younger Vanderstuyft is an amateur par excellence, having won every race in which he started this season. It is most likely that the New York promoter of the six day race will take cognizance of the Vanderstuyft pluck and that they will be seen in the big race.

Carlo Vanoni was another arrival this week. The French-Italian-Swiss-American, for he was born in New York City, likes America and American people. He has been training faithfully, and will appear in both the Boston and New York grinds.

Walter A. Bardgett, of Buffalo and elsewhere, arrived this morning on the American liner Philadelphia. Bardgett has spent the season in France, Germany, Belgium and Holland. He was most successful in Germany, where he won several sprint races. Bardgett brought home a collection of antiques and several thousand souvenir postcards, the latter fad being his worst vice. He left immediately for Boston, where he will compete in the six day race, to return to New York for the grind here.



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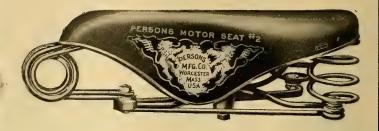
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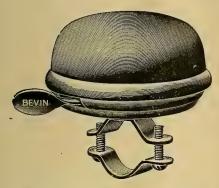
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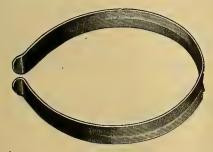
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Diver is California's Champion.

Numerous spills marred the meet on the flat floor of the Coliseum ring at San Francisco, Wednesday night, 23d ult. In fact, there were so many falls that the promoters have decided to call off the flat floor meets and wait until the new saucer track at the Pavilion rink is finished, the opening of which has been set for Friday next, 8th inst.

The feature of last week's meet was the semi-final heat of the mile California championship, which brought together Fred Diver of the New Century Wheelmen; H. Hart, Golden City Wheelmen; V. Doyle and G. Lee, Central City Wheelmen. Diver continued his good riding and proved an easy winner, with Bellezer just as easy second. Lee was third, and the other two riders fell.

Lee won an easy victory in the half mile open, with Jerry Coughlin second. Diver hit the boards when leading on the second lap. Although eight riders started in the three mile handicap, four riders fell before the sixteenth lap. In the eighteenth, when all the riders were bunched, the leading man went down and the others over him. Then ensued a scramble and a grab for bicycles. Diver found his first and Bellezer followed him. A sprint between these two followed and Diver passed on the bell lap and seemed to have the race all but won when he slipped on the last turn and went down; he got up in time, however, to take the second prize. Hart was the only other finisher. The summaries:

Semi-final heat, one mile championship—Won by Fred Diver, N. C. W.; second, W. Bellezer, N. C. M. W.; third, G. Lee, C. C. W Time, 2:311/5.

Half mile open—Won by G. Lee, C. C. W.; second, Jerry C. Coughlan, G. C. W. Time not stated.

Three mile handicap—Won by W. Bellezer, C. C. W.; second, Fred Diver, N. C. W.; third, H. Hart, G. C. W.

#### "Winnie" Not to be in Six Day Race.

Winfield Scott O'Connor, once famous as a jockey, but who recently decided to "take up" again bicycle racing, will not be a starter in the six day race as he expected. The reason is very easy—the "powers" that be could not "see" it as easily as could O'Connor. The American jockey wanted to team with Tommy Hall, but neither of them will be engaged. The news comes from Paris, however, that O'Connor will journey to America with the foreign riders, and that he will ride exhibitions behind pace, during the week of the six days race.

#### Tiger Wheelmen to Incorporate.

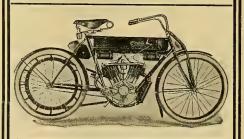
At its last meeting the Tiger Wheelmen of New York voted to incorporate under the laws of New York. Fred E. Mommer, A. H. Seeley and Frank L. Valiant were named as a committee. The Tigers also voted to become a member of the National Cycling Association, with full voting

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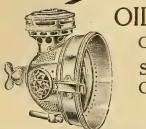
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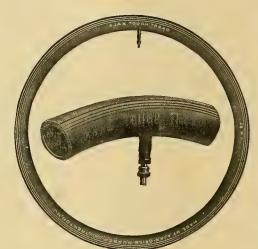
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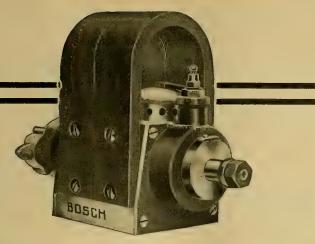




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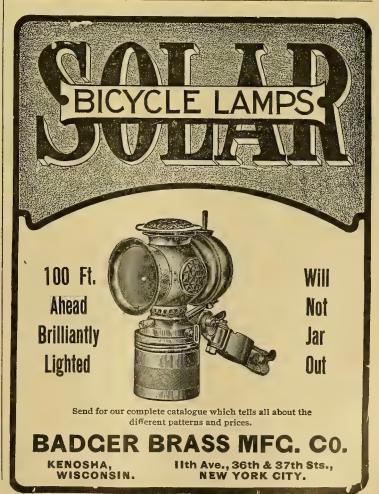
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BUFFALO, N. Y



#### The Week's Patents.

865,039. Means for Securing Soft-Tread Tires to Rims. Frank M. Hilton, John S. Hilton, and William W. Hilton, Akron, O. assignors of one-half to Harvey Musser, Akron, Ohio. Filed May 11, 1906. Serial No. 316,403.

1. A vehicle wheel provided with a rim having a confining flange at one side and a groove, or channel, at the opposite side, the outer wall of the groove, or channel, having notches at intervals, a tire slipped upon the rim and a lock-ring fitted to the grooved side of said rim and having a confining flange co-operating with the confining flange of the rim to prevent lateral displacement of the tire, said locking ring having transversely spaced portions to embrace opposite sides of the outer wall of the grooved portion of the rim, the inner spaced portions consisting of lugs adapted to pass through the notches formed in the outer walls of the grooved portion of the rim and to engage the inner, or rear side thereof.

865,060. Carburetter. Albert F. Rockwell, Bristol, Conn., assignor to The New Departure Manufacturing Company, Bristol, Conn., a Corporation of Connecticut. Filed Dec. 19, 1905. Serial No. 292,441.

1. A carburetter comprising a tank, a coil in said tank having a series of vertical phere and the other end of said coil being in communication with the outside atmosphere and the other end of said coilbeing in communication with the interior of the tank, to enter independent convolutes of the coil, means for permitting liquid from said tank and an outlet port in communication with said tank.

865,068. Electric Generator. Klas Weman and Alfred Larsson, Buffalo, N. Y. Filed May 21, 1906. Serial No. 317,912.

1. An electric having two pole pieces, and supporting brackets for one of said pole pieces formed intergrally therewith and at opposite ends thereof from sheet metal and each bracket having arms projecting laterally from the pole piece on opposite sides of its longitudinal center, substantially as set forth.

865,101. Lubricating Means for Internal Combustion Engines. Carl O. Hedstrom, Springfield, Mass. Filed June 12, 1907. Serial No. 378,558.

1. In an oiling system of the class described, in combination, a casing, a rotary member mounted therein, a plurality of cylinders secured to the casing and having pistons therein connected to the rotary member, the rotary member having two sections or portions and located under oppositely disposed plates or webs that partially close the opening of the cylinders, whereby the lubricant which is contained in the casing may be equally distributed by the centrifugal action of the rotary member to the cylinders, said plates being also provided with diagonally disposed openings over the rotary members, as described.

865,097. Lawn Mower. Emil Franke, Astoria, N. Y. Filed Oct. 7, 1905. Serial No. 281,831.

1. The combination with a bicycle, of a lawn mower supported solely from the rear fork thereof, the lawn mower being connected for independent vertical movement relative to the bicycle.

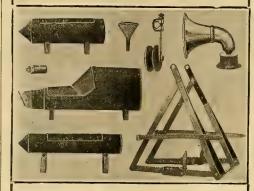
865,583. Two Speed Gear for Motorcycles. Harvey H. Fuller, Los Angeles, Cal. Filed March 20, 1907. Serial No. 363,515.

1. A fixed axle, a sleeve on said axle, a sprocket on said sleeve, a hub surrounding

said sleeve and axle, variable speed transmitting elements on said axle, and means for clutching one or the other of said elements.

#### MOTORCYCLE SPECIALTIES

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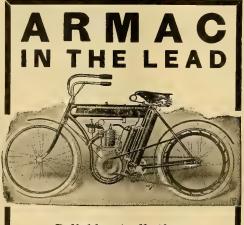
New York City



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THE BILLINGS & SPENCER CO., Hartford, Conn. Volume LVI.

New York, U. S. A., Saturday, November 16, 1907.

No. 8

#### **MOTORCYCLE SECTIONS AT SHOWS**

Success of this Feature at Madison Square Garden Proves Contagious—Boston and Buffalo in Line.

As was expected, the impressiveness of the motorcycle section in the Madison Square Garden Show in New York last week has caused promoters of other automobile shows to give thought to motorcycles for the first time and to create a desire on their part to "go and do likewise."

At the big Chicago show, November 30-December 1, a section of the sort already had been outlined and sufficient space has been booked to assure its success. The management of the Boston show, which occurs March 7-14, and which is an exhibition of magnitude, also has decided to feature a motorcycle section, while the Buffalo show—a purely local function—will make an effort in the same direction.

The Sportsmen's Show, which will occur in Madison Square Garden in the early spring, for some time has been courting the motorcycle manufacturers, with a view of setting apart a part of the building for the display of their motorcycles and is understood to have been fairly successful.

#### Curtiss Evolving Two-Speed Pulley.

Although it was not included in their exhibit at the New York show, it is understood that the G. H. Curtiss Mfg. Co., Hammondsport, N. Y., have not only made substantial progress with their two-speed and free engine pulley, but also have under way an expanding pulley. In the latter the pulley is made in two parts and merely by loosening a nut and changing the position of a washer, the pulley opens as wide as may be desired and the V belt sinks lower into it and thus reduces the gear, for touring or for work in the mountains, the inner faces of the pulley being cut at angles

that permit of proper fit of the belt in all positions.

#### In the Retail World.

Savannah, Ga.—John R. Vosburgh, new store.

Moline, Ill.—Streed & Sheppen, new addition to store.

Rome, N. Y.—Store of W. C. Birnie, robbed; loss small.

Waco, Texas—Waco Cycle Co., removed to 700 Austin avenue.

Ballston Spa, N. Y.—Roderick McLennahan, opened repair shop.

Tuscaloosa, Ala.—Cliff Atkinson's store destroyed by fire; loss not stated.

Tampa, Fla.—Hanna Cycle Co., S. M. Sparkman, Jr., admitted to partnership.

Cambridge, Mass.—Frederick S. Glynn, Massachusetts avenue and Cameron street, fire; loss, \$2,500; covered by insurance.

#### More Two-Cylinder Motorcycles Coming.

The Merkel Motor Co. are making ready to add a two-cylinder model to their line; it is probable also that they will build a number of racing machines. The Harley-Davidson Motor Co., likewise will produce double cylinder as well as single-cylinder models; their first "twin" already is on the road.

#### Drake and Lamb in New Places.

F. A. Drake, former manager of the Fisk Rubber Co.'s New York branch, has been added to the staff of the G & J Tire Co.. The vacancy in the Fisk depot has been filled by the transfer of W. J. Lamb, who hitherto has cared for the Fisk interests in Detroit.

#### Sweet Takes up Bicycle Tires.

The Sweet Tire & Rubber Co., Batavia, N. Y., which hitherto has devoted itself to the production of carriage tires, is preparing to include bicycle tires in its manufactures. The necessary machinery for the purpose now is being installed.

#### BIG PROFITS OF BRITISH MAKERS

Generally Favorable Showing of the Annual Reports—Dunlop Profits Largely

Increased for the Fiscal Year.

Generally speaking, continued prosperity marks the British cycle industry, and the allied trades, according to the showings of the annual reports which are now being made public in compliance with the law, and particularly by the larger and more important manufacturers. The unusually bad weather that prevailed during the summer is recognized as having had a depressing effect on retail sales and consequently on profits, but the general showing is a favorable one.

The Dunlop Rubber Co., Ltd., which constitutes the manufacturing division of the Dunlop Pneumatic Tire Co., discloses for the fiscal year of 1907 a profit of £300,058 as against a profit of £209,969 for 1906, an increase of £90,089, so that the dividend to the shareholders is raised from 82.47 per cent, to 100 per cent. The company's capitalization is 220,000 shares at £1 each, of which shares the Dunlop Pneumatic Tyre Co. owns 181,881, while individual stockholders in the tire company bought the remaining 38,119 Rubber company shares last March at six times their par value, or £6 per share. The net return to the individual stockholders who thus bought at a premium is therefore 16% per cent. on the 100 per cent. dividend basis. In fact it is even a little better than this by reason of the fact that on allotment the purchasers of this stock were required to pay only two-thirds of the purchase price and the remaining third three months later, while the dividend applies from the time of allotment. The showing is so satisfactory that a proposal to give the director of the company a commission of 21/2 per cent. each out of the £5 premium on the 38,119 shares sold to the

individual stockholders is being considered. The Rudge-Whitworth Co. shows a profit for 1907 of £24,156 as against £53,071 in 1906, and £46,521 in 1905, but is yet able to declare the same 10 per cent. dividend that it has paid in the past two years. The company did a large instalment business but is thought to have overproduced to some extent.

Humber, Ltd., make a report from which it is rather difficult to separate the bicycle and the automobile elements, the concern having taken up the manufacture of motor cars some two years ago in addition to cycles. The profits for the fiscal year 1907 are £154,434 as against £106,558 in 1906, and £6,537 in 1905. A dividend of 20 per cent. is recommended for the ordinary shares.

The Triumph Co., Ltd., shows a profit for 1907 of £16,312 as compared with £15,428 for 1906 and £13,739 for 1905. A 5 per cent dividend, the same as last year, has been authorized by the directors, and the balance sheet shows a strong financial position with conservative bookkeeping.

The Centaur Cycle Co., Ltd., has shown gradually increasing profits since 1903, but for 1907 the figures show a \*decided setback. The profits total but £2,811 as compared with £11,559 last year. Consequently the dividend has had to be cut and is 5 per cent, instead of 10 per cent, as it was in 1906.

J. B. Brooks & Co., Ltd., the big makers of cycle saddles, show a falling off for 1907, the profits being £13,893 as compared with £17,470 in 1906 and £15,146 in 1905. Nevertheless the regular 5 per cent. dividend on the preferred and 6 per cent. on the common is to be paid.

#### Merger Off; Dividends Restored.

The news that a dividend of 1 per cent. was paid on October 31 on the common stock of the Rubber Goods Manufacturing Co., which includes the Hartford Rubber Works, G & J Tire Co., and Morgan & Wright, and that this disbursement would probably be made quarterly hereafter, came as a complete surprise to financial circles this week. Last summer the United States Rubber Co., which owns all but \$200,000 of the Rubber Goods \$16,941,700 common stock and all but \$3,000,000 of its \$10,351,400 preferred stock, announced that the two companies would be merged for economy of management as soon as possible, probably by an actual liquidation of the Rubber Goods Company. At the same time it was announced that the dividends on the Rubber Goods common stock would be discontinued.

An official of the United States Rubber Co. admitted that the putting of the Rubber Goods company on a regular 4 per cent. basis signified that the consolidation of the two had been given up, for the present at least. The reason for it was not stated. From July 1, 1901, to October, 1906, when 1 per cent. was declared, there was no disbursement on the common stock.

#### MAKING ONE MACHINE SERVE TWO

Mueller Evolves Tandem Attachment of the Right Sort—Appears to be Simple, Light and Practical.

What is truly a convertible tandem motor bicycle has been evolved by L. J. Mueller, the Cleveland (Ohio) dealer and cross-Continent motorcyclist, who incidentally has this week added one more to his long list of exploits, by taking unto himself a wife. Whether or not the proposed matrimonial venture had anything to do with the evolution of the motor tandem, is somewhat a matter of conjecture, but at all events, the inspiration upon which it is based must have been as powerful as its

run from the bottom bracket of the attachment, to the bottom bracket of the bicycle, and coupled firmly in place. The original handle bars of the single mount are retained in place, a steering tube passing down through the head and carrying the steering connections at its lower end. The head connection is suitably braced to prevent weaving, and the entire machine with the attachment is practically as rigid as though brazed up in the form of a solid frame that assures strength.

The wheel base of the complete machine is 74 inches. Its weight is that of the original single, plus the 36 pounds additional weight of the attachment. The latter, being built up of 12 and 14 gauge tubing, is amply strong, and its construction is such that the complete operation of conversion requires but ten minutes time from start to



CONVERTIBLE TANDEM MOTOR BICYCLE

product is successful, judging by its appearance and specifications.

Firm in the belief that tricycles and tricars are for use on good roads only, and for only those persons who possess garages or barns, and that for all around work on American highways a single track machine is absolutely necessary, Mueller went to work when the inspiration came upon him and strove to produce a device which readily would permit a motor bicycle to be converted at will and at moderate cost, into a true tandem, in contradistinction to the socalled tandem which consists of a mere perch in the rear of the driver. This he has succeeded in doing with surprising results. The attachment comprises a frame, made either in the diamond, drop or convertible shape, made up of a head, into which the regular front fork of the converted single machine is slipped, the usual handle bars and double steering connections, and back of the seat post, a second inclined tube which is slipped into the head of the original machine in place of its own fork.

In addition to this, a horizontal tube, corresponding to the bottom tube of the ordinary double diamond tandem frame, is finish. The first attachment having proved so great a success, Mueller since has sold six of them in Cleveland, and the result has proved so satisfactory that he is now preparing to enter the open market with the device.

#### Emergency Sleeve for Tire Repairs.

What is styled an "inside tire tire repair band" is a new specialty for the motorcyclist just brought out by the H. & F. Mesinger Mfg. Co., of New York, a concern whose emergency sleeves and whose saddles for bicycles and motorcycles already have found favor. The new repair band is made in from 2 to 21/2 inch sizes and is moulded to fit inside clinches, or other double tube tires. It is made of extra strong fabric and has beveled edges so that it will lie smoothly in the casing. Hooks are provided along the edges to secure the band to the casing and thus prevent creeping. These hooks may be bent to fit. Inasmuch as it is impractical for a motorcyclist to carry a complete extra tire, a device of this kind, offering a means of remedying blowouts, rim cuts or other casing defects, is of great?value. ...

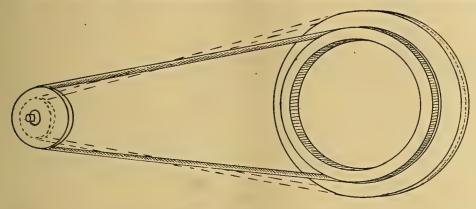
#### SIMPLICITY IN A TWO-SPEED GEAR

Suggestions for an Attachment Adaptable to any Motorcycle—Inexpensive Substitute for an Expensive Device.

While he has been recovering from the hard bump which has left him a battle-scarred veteran, H. J. Wehman, secretary of the F. A. M., has had two-speed gears on the brain. Wehman himself uses one—an imported device—and he is such a great believer in them, that he would have every other motorcyclist use them. When he found that none of the American manufacturers at the show last week has risen to the occasion, he relieved himself of an idea that had been developing while his bruises were disappearing. The idea is a simple one, and

belt, the arrangement would likely prove too bulky for adaptation to the ordinary machine. By substituting a round or oval belt with two sets of sheaves, for a single flat belt, however, there would likely be ample belt and sheave clearance on almost any machine.

In figuring the pulley sizes for such an arrangement, it would be well to split the difference of the new driving ratios making them equally above and below the standard gear originally placed on the machine. Thus if the original ratio had been say, 6 to 1, the two ratios obtained with the double set of pulleys which replaced it, might 4 to 1 and 8 to 1, respectively. By making the original ratio one of the new ones, and gearing either up or down from that, the tendency would be to exceed the capacity of the motor, either by gearing it so high that it could not make its best run-



Wehman says he is not looking for the credit for it.

"Oh, credit it to F. A. M. 45, (that's his number) or to No. 1,000 (which is Mrs. Wehman's number), if you want to give credit to any one," he said.

In substance, No. 45's idea is that lacking a two-speed gear or the price thereof, two or more sets of pulleys or sprockets may be used, with a single belt or chain, which may be shifted from one set to another by hand, when it is desired to alter the gear of the machine. This, of course, would not afford a free engine and necessitates a dismount whenever such a change is to be made, but as the work of shifting over from one drive to another would occupy but an instant of time, and be attended with no complications, this would not be a serious drawback, when considered in the light of the general simplicity and low cost of the arrangement.

The accompanying illustration shows how the idea may be applied to a belt driven machine, the arrangement shown, being intended for use with a V-belt. Evidently, the only change required in the machine is embodied in the adaptation of one extra pair of belt sheaves, or the replacement of the old single sheaves with a pair of double ones—which amounts to the same thing. The same changes would be required for either round or flat belts, only, in the latter instance, owing to the great width of

ning speed except on down grades, on the one hand, or by gearing so low as to make it overrun itself and heat, when hill climbing, on the other.

Where a round or oval belt is to be used in connection with an idler, or where a V-belt or chain transmission is employed in connection with a liberal tension adjustment at the rear forks, the only restriction to be considered in determining the sizes of the sheaves is that of keeping the sum of their diameters the same for both gears. Thus, if the original pulley diameters had been 334 and 2014 inches, respectively, for the engine and wheel sheaves, the driving ratio thus being 6 to 1, a double pulley might be put on the motor, the diameters of its sheaves being 31/4 and 43/4 inches, while the back pulley would have 2034 and 1914 inch sheaves respectively. Thus the difference in diameters between the two sheaves on the front pulley would be 11/2 inches, or the same as the corresponding difference between the diameters of the two back sheaves, while the sums of the diameters of the two sets which were to work together would be equal to 24 inches in each

Thus, supposing the original 6 to 1 gear, made up of a 3¼-inch engine pulley and a 20¼-inch driven sheave on the rear wheel, were to be changed, as above indicated, the determination of the respective sheave diameters would be carried out somewhat as

follows: For the low gear, that is to say, the gear employing the smaller engine pulley, it may be considered that about the smallest diameter it is practicable to use is say, 3½ inches. The sum of this and the diameter of the wheel sheave is already known to be 24 inches, since that is the sum of the diameters of the original sheaves. Then the diameter of the larger sheave of the new set must be 24 minus 3¼, or 20¾ inches. The gear ratio then, will be 8.44, or 8.44 to 1, as it is more commonly expressed, since 8.44 is the quotient obtained by dividing the larger by the smaller diameter.

The difference between the diameter of the old engine pulley and the new one just obtained is 334 minus 31/4 inches, equals 1/2 inch. Adding 1/2 inch to the old diameter, gives 334 plus 1/2, or 41/4 inches, and 24 minus 41/4 inches, gives 193/4 inches, these representing the diameters required for a new high gear, giving an increase of speed equivalent to the drop obtained by the low ratio just determined, or what approximates it pretty closely. The new ratio obtained in this way is 1934, divided by 414, or 4.65. In all likelihood, however, the average rider traveling over good roads, would prefer a greater advantage for high speed riding than this would yield, so that by adding 1 inch to the diameter of the new low speed engine pulley, instead of 1/2 inch, making the high speed pulley 434 inches in diameter, and the larger wheel sheave 191/4 instead of 1934 inches, a ratio of 4.05 is obtained, which probably would not be sufficient to overload the engine.

By this means, where the original gearing had given something like 15½ miles an hour with the engine running at a uniform speed of say, 1,200 revolutions per minute, the lower of the two new arrangements would permit of a speed of about 10¾ miles, and the higher, a speed of 23¾ miles an hour, with the engine running at the same speed, the first arrangement, with the possible variation of engine speed under spark and throttle control, giving ample range of power for hill climbing, while the second, with the same possible variation of motor power, would increase its speed capabilities to a considerable extent.

Where it is not possible to use an idler or a very liberal tension adjustment at the rear forks, a more elaborate calculation of the pulley sizes is required, in order to compensate for the variation in the arc of contact as the difference in diameter between the driving and driven members increases. This involves the use of sundry rather involved "belt formulae" and had better be left to a full-fledged machine designer, if complete satisfaction is to be expected. The variable tension adjustment compensates for this variation by mechanical means, and therefore rids the rider of a deal of bothersome figuring.

The chief advantage of such an arrangement, is its simplicity, its low cost, and the fact that it can be applied without expensive alterations to the machine.

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The 1908 PRICES OF R-S MACHINES formed a pleasant surprise to Dealer and Rider. The orders booked by us attest both the appreciation as well as the good judgment of those who wanted "America's Best."

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BUILT AND TESTED IN THE MOUNTAINS.

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Joseph Goodman, President. R. G. Betts, Treasurer. F. W. Roche, Secretary.

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AT Members of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, NOVEMBER 16, 1907.

"Permit us to congratulate you on the motorcycle show number of the Bicycling World and to express our appreciation of your loyalty to the bicycle business from the early days to the present. Our office files certainly would be incomplete without your publication. We wish you every possible success."—Emblem Mfg. Co., by W. G. Schack, Angola, N. Y.

#### American Motorcycles and Foreign.

"The Conversion of Ovington," might well be made the title of an interesting narrative. In our Correspondence Column he himself relates a part of the story, and no one who knows the gentleman will be disposed to twit him over the manner in which he "lets himself down."

Mr. Ovington is in every way a credit to motorcycling, and to the business, and they would be the better if they possessed more men of his intelligence, enterprise and energy. He has handled an imported motor bicycle and in season and out of season he has not unnaturally sung the praises of the foreign product generally. Within the last month his opinion that American motor-

cycles are two years behind the foreign creations has appeared in print, and on many previous occasions he has damned the domestic machines with faint praise, making morsels to be rolled on tongues across the sea. However, we credit him with all sincerity and do not doubt his patriotism for a moment.

But there have been those who long ago discovered what he states he did not discover until the Madison Square Garden show last week, i. e., that there are American motorcycles every whit as good as those produced abroad. Unlike Mr. Ovington, they did not accept foreign practice or foreign design as the only true standards. All the engineering skill and scientific knowledge is not contained in Europe. It would be as fair for an American to condemn foreign motor bicycles because of their bulkiness or their continued use of a miscellaneous assortment of hand levers as to condemn the American article because it did not follow certain foreign productions in the matters of frame design or engine or tank positions.

Just as the proof of the pudding is in the eating, so is the proof of motorcycles in their performance, and the hard, cold fact remains that there are American motorcycles that have more than held their own whenever pitted against those from the "other side." They have gone wherever the others have gone and as often and as reliably and there are as many of them in evidence to prove that they stand up as long and as well. We do not mean to say we have not or cannot learn from foreign practice, but we do say that there are some things which the foreigners might as profitably borrow from America. They have not the advantage of longer experience, as Mr. Ovington contends. Most of them were fooling with motor tricycles long after America had "plumped" for motor bicycles.

We have small faith that the manufacturers of the particular American motor bicycle which brought about Mr. Ovington's conversion will assent to his suggestion that their machine or any other reputable American machine is inferior to European models in respect to either materials or workmanship. There is no reason why they should do so. Europe has no monopoly of the best materials or the best workmen. The materials are purchasable in the open markets of the world, and it would be strange indeed if the same men and methods that created the American machinery that assists in the production of the foreign mo-

torcycles were not able to produce the motorcycles themselves. Undoubtedly, foreign manufacturers have an advantage in the cheapness of labor, but the net result of it shows rather in the balance sheets than in the completed product.

As an offset, Americans may advance the more general employment of automatic machinery and for reproduction processes, such as are necessary in the manufacture of more than one single article, human eyes and human hands are not to be compared with unerring machinery for perfection of duplicating manufacture. So far as motorcycles are concerned, cheap labor may permit of the employment of more men, women and children for the purposes of assembling and testing, but there the advantage ends. And no American manufacturer who has six grains of far-seeing wisdom and who deserves to succeed will ever attempt to skimp in his assembling or testing departments. To do so is to save at the spigot and lose at the bung and spells dis-

In confessing himself converted and in coming down, Mr. Ovington might as well have avoided those pegs. They are both frail and brittle.

#### Clothes and the Tourist.

In the narrative of a tour in which he engaged during the past summer, a cyclist finds it necessary to describe his attire. which, among other things, consisted of "a pair of old trousers." It takes all sorts of people to make up a world and a cycling tourist in long trousers is not wholly rare, but it would be interesting to discover by what mental processes a man can bring himself to ride across country in such garb. It is neither clean, comfortable or appropriate, and no cyclist what so clothes himself can possibly extract the full pleasures of a tour or create a very profound respect for his fellows. The use of a bicycle calls for free leg action and this long trousers do not permit.

The bicycle tourist in long trousers strapped around his ankles is a full brother to the more numerous motorcycle tourist who goes about in overalls. The latter type of tourist who usually is dirty and suggestive of a boiler shop, is about "the limit" and is the sort of chap who has served to spread the idea that motorcycles are "such dirty little things" and that "most of those who ride them appear to be mechanics." Clothes do not make the man, but they go far to create favorable impressions.

#### CORRESPONDENCE

Ovington Explains His Position.

Editor of the Bicycling World:

As you and many of your readers are no doubt aware, I have many times opposed some of the principal features of design in American motorcycles in the articles which I have written. I claim that the American manufacturers should throw their pride to the wind and copy many of the ideas as incorporated on foreign machines, as our friends across the water have been making motorcycles much longer than we have and have learned'a great deal by this experience. In several of my articles I have taken up the principal points of American design regarding motorcycles and have criticized them most severely and unsparingly. It may seem strange, therefore, to many that my company has taken the agency for an American machine and will sell this machine as exclusive agents in New York and Westchester county. The American machine I refer to is the Light, manufactured by the Light Mfg. & Foundry Co., of Pottstown, Pa.

In order to avoid the apparent inconsistency, I wish to state my position with regard to this matter. Foreign manufacturers agree, almost universally, on several important points of motorcycle design. Briefly summarized these are as follows: The engine should be vertical and should be set as far forward as possible and should not be made a part of the motorcycle frame. In order to give strength, the double horizontal bar construction should be employed in the frame of the machine. The gasolene and oil tank should be placed securely between these two horizontal bars. The machine should be fitted with efficient spring forks and not an apology for them. Magneto ignition should at least be given as an extra. Last year no American manufacturer fulfilled these conditions and my company therefore did not feel that they were willing to take an agency for an American machine, realizing that sooner or later foreign competition would force the American manufacturer to acknowledge the above principles as correct, and that they would incorporate them in their design. hardly looked for such a general improvement in design of motorcycles as met my eye at the Madison Square Garden Automobile Show during the past week. I will certainly give the American manufacturers credit for one thing, and that is that they have made greater strides towards the perfection of American motorcycles in their models for 1908 than they have made in all the previous years of the existence of the industry.

There are several very good American machines for the coming season, but the moment my eye rested upon the Light, I recognized the nearest to the ideal that I have yet seen here in America. Practi-

cally every feature as above outlined is incorporated in the new Light motorcycle, and it did not take us long to come to terms with Mr. Sherman whereby we were to represent the Light machine in our section of the country. We have always prided ourselves upon knowing a good thing when we saw it, and in not taking very long to make up our minds as to our course of procedure. The very day the show opened I had a talk with Mr. Sherman with regard to handling his machine.

I do not mean to imply that the American manufacturers have come up to the foreigners in material and workmanship, and if I am not mistaken, the manufacturers of the Light machine themselves, will acknowledge that foreign labor and material is superior to theirs. When the matter of price, however, is taken into consideration, and there are a very great class of riders who cannot afford to purchase an expensive foreign machine-I will acknowledge that the new Light motorcycle is in a class by itself. I will go further than that and state that not only as regards design, but also as regards material and work manship, the new Light machine in my opinion excels all others of American construction. Of course, this is a matter of opinion and many may differ with me, but in this free country we all have the right to our own views on any subject.

When I state that the foreign manufacturer still has an advantage over the American with regard to material and workmanship. I do not mean that this is anything to the discredit of the American manufacturer, but rather a condition which cannot be remedied so long as labor demands the high price that it does in this country. It will probably be many years before we can hope to compete favorably with the almost ideal conditions of foreign labor as they exist in many of the large factories abroad.

If it is not too much to ask I request that you publish this letter in order that our position may be made plain to your readers.

Thanking you in advance for this courtesy and wishing The Bicvcling World continued and ever increasing success for the new season of 1908, I beg to remain,

Very truly vours.

OVINGTON MOTOR CO..

Earle L. Ovington, President.

Ready for Monorails and Gyroscopes. Editor of the Bicycling World:

Noting your paragraph about the Boynton Bicycle Railway, I am moved to say that such news is "good copy," and interesting to many of your readers. The great progress of the world in the last century was very largely due to the spread of good "rails." I am personally interested in good roads being a motorcyclist graduated out of the bicycle school. But the hard, cold facts present themselves even in good roads literature that the greatest good to the greatest number comes from good motors on good

#### COMING EVENTS

November 17, Barrington, N. J.—Stroud Wheelmen's ten miles national road championship; open.

November 28, New York City—Tiger Wheelmen's 25 miles Pelham Parkway bicycle handicap on Pelham cycle path; open.

November 26, 27 and 28, Chicago, III.—Chicago Motorcycle Club's three days' reliability run.

December 9-14, New York City, N. Y.—Fifteenth annual international six days' professional bicycle race at Madison Square Garden.

rails—and good roads always follow, even if slowly.

It is impossible to tell whether the monorail is to come in the twentieth, or will not succeed until the twenty-first century, and come in with the millenium along with really good roads and motorcycles and the first generation of good children, who don't have to die young. Yet there is a fascination for the bicyclist about anything cycular, so keep us informed about the Boynton stock market and the driving of the first and last spike. Let us attend in a body at the opening exercises and ride every 15 minutes all day!

Meanwhile, why not devote a page to the gyroscope? A real, full, and even technical description of the Brennan single rail motor car might develop the latent ideas in many a motorcycle dreamer and hasten the development of the motorcycle safety. The motor tricycle is having another try at it just now, but the real thing is the single tracker. The trouble with Boynton is his necessary extra guide rails. Some safety motorcycles will be built that way—but how impossible it seems that Brennan's motor will turn safely in any radius at any speed. Look it up for our winter reading.

F. A. M. No. 3.

Trouble Due to Incorrect Timing. Editor of the Bicycling World:

I would like to ask you through your paper the cause of my trouble. I have an Armac motorcycle which I cannot get any power out of. It will go fine on the level with the spark advanced one-third way of control, but if I advance it any more it will slow down and stop. I sent it to the factory but it came back with the same affliction. I have tried three different carburetters but no better results; valves, batteries, plug, compression, and all parts seem all O. K. It is a 1907, but it will take no grades. I cannot adjust the carburetter, nor can I advance the spark the length of the control; if I do it slows down.

C. LUDLOW, Northport, L. I. [The trouble evidently is in the timing of the motor. It is timed too fast. Verify the timing and see that the spark occurs when the piston is at its highest point.]

#### FOUR TEAMS TIED FOR THE LEAD

Boston Six Day Grind Proves an Interesting Event—New Pros do Some Surprising Work.

Friday-Fifth Day.

	wines.	Laps.
Bardgett-Root	. 956	<sup>-</sup> 5
Fogler-Moran		. 5
Mitten-Keegan	. 956	5
MacLean-Krebs		5
Downing-Hopper		4
Anderson-Wiley		4
Sherwood-Limberg	956	3
Galvin-Holbrook	956	. 3
Wyatt-Connolly		
Bizzarri-Hill		
THE STATE STATE STATES	. Dista	meeu.

Boston, Mass., Friday night (by telegraph)—Four teams remained tied for first place at the conclusion of the fifth day of the ten hour a day six day race when the score was posted at 11 p. m. Bardgett and Root, Fogler and Moran, Mitten and Keegan and MacLean and Krebs were the victorious leaders who lapped the field. It is likely that the pace will slow down to-morrow, the final day, the leaders remaining content to fight the final in a sprint and to keep the lapped teams from regaining laps.

As usual in six day races all the "big doings" took place to-day and with six teams even when the race started at 1 o'clock this afternoon, attempts at lap stealing started early. Many efforts were made but the red flag, signifying that some rider had fallen, saved many of the teams from los-

ing ground.

The epoch making sprint started at 8 o'clock to-night, when Bardgett jumped and gained a big lead. Root, his partner, made a flying pickup and got away with it for a larger gain. Fogler and Moran, MacLean and Krebs and Mitten and Keegan relieved each other quickly, and then began the longest and most merciless sprint of the race. It lasted for over ten minutes and when it was all over six teams had lost laps, Downing and Hopper and Anderson and Wiley, who were with the leaders when it started, being among the number lapped. Downing and Hopper, the western team, were handicapped in that both had been injured in falls earlier in the week, so their loss was not unlooked for. The final sprint was the best of the week and resulted in Root winning from Moran by a narrow margin, with Krebs lapping his wheel for third place.

First Day-Monday.

With the band playing "I Don't Know Where I'm Going, But I'm on My Way," and after a few words of caution from the veteran starter, Alonzo D. Peck, eleven riders, representing that many teams, started in the six days, ten hours a day professional bicycle race at the Park Square velodrome, Boston, at precisely 1 o'clock Monday last, 11th inst. They are riding ten hours a day,

starting at 1 p. m. and finishing at 11 o'clock each night, and to-night (Saturday) will mark the close of the 60 hours' grind. The teams that started were:

Boston team—E. F. Root, Melrose, and Walter A. Bardgett, Buffalo; Veteran team—Joe Fogler, Brooklyn, and James F. Moran, Chelsea; German-American team—Floyd Krebs, Newark, and Hugh MacLean, Chelsea; Western team—Hardy K. Downing, San Jose, and Norman C. Hopper, Minneapolis; Italian team—Guiseppi Falliani, Rome, and Antonio Bizzari, New York City; Irish team—Pat Keegan, Lowell and



WALTER BARDGETT

Worthington Longfellow Mitten, Davenport, Ia.; Transcontinental team, Charles A. Sherwood, New York City, and Carl Limberg, San Jose; Nutmeg team—J. Frank Galvin, New Milford, and A. W. Holbrook, Boston; Long and Short team—N. M. Anderson, Denmark, and George Wiley, Syracuse; Skeeter team—Ben Hill and Al Treible, Newark; N. J. Novice team—Dennis Connolly, Everett, and Fred Wyatt, Brockton.

Root, Hopper, Moran, Bizzarri, Treible, Wyatt, Limberg, MacLean, Galvin and Wiley lined up for their respective teams at the start, and the going the first hour was fast, changes being made with great frequency. When the hour score was posted the riders had covered 22 miles 5 laps—it is a ten lap track—and none of the teams had suffered a loss of laps. In the third hour the Italian team met their Waterloo. Falliani, who had come over the this country with the idea of competing in the New York

six day race, had met with frequent falls, and when Anderson, the big Dane, jumped and uncorked a sprint that strung out the field, Falliani was lapped. Poor little Bizzarri, who was the pet of the Tiger Wheelmen of New York this season, was in the training camp at the time and could not get out and on his bicycle to save his partner from getting lapped. The imported Italian was not as good as the home grown product, and Falliani quickly cried "all in." Bizzarri pluckily continued until a partner was found for him in the person of one Mahan, a trainer for Pat Keegan. Mahan suddenly jumped from an unknown trainer into a full-fledged professional six-day rider in less than ten minutes, the quickest transformation ever recorded.

Little Bizzarri furnished the sensation of the race. In the 71st mile he essayed to circle the field but fell on the turn and pitched into the guard rail. It snapped when the Italian hit it, but he did not go through, instead falling back onto the track and sliding down the track to the flat. When next he reappeared he was swathed in bandages. According to the rules the Italian team was penalized a lap when the new team was formed, so Bizzarri went out early in the evening to regain a lap. He jumped and had gained some lead before the other riders started in pursuit. Fogler held the pack off and said, "Let the kid go, he is two laps behind." So Bizzarri gained one lap, and the fans warmed to him. Little Bizzarri is plucky enough. For some time his heart has been set on riding in the big New York race, and to do that he knew he would have to first get a reputation, so when the chance presented itself to team up with the other Italian, Bizzarri accepted it. Neither he nor the other Italian had any more money than they knew how to spend, and practically all of it was used in transportation to Boston. When Falliani quit it came out that Bizarri had not had anything to eat in 24 hours. He didn't go hungry when the fact became known.

Root secured a good partner on a lucky chance. Logan was injured Saturday night, which left Root unmated. Walter Bardgett reached New York from Europe at noon Saturday and left for Boston that night, arriving in time for breakfast. He too was without partner so a combination was quickly effected, and with all due respect to Logan, it was an ill wind for Logan that blew very favorably for Root.

Frequent sprints enlivened the evening hours. Bizzarri fell again about 8 o'clock and brought Frank Galvin down with him. The feature of the day was the finishing mile, for extra prizes. The riders were notified to make their last change five minutes before the finish, and when the final mile started Keegan was in front. He made the pace for one lap but was passed by big Moran, with Hopper on his wheel, followed by Root next, and Krebs trailing. The Chelsea "Milkman" showed the way until the seventh lap, when Root jumped. Krebs

and Hopper were after him like a flash, fighting against each other. Suddenly there was a crash and wheels and riders scattered over the track. Hopper was down with Krebs, Anderson, Holbrook, Connolly and Treible over him. Moran tired fast from his efforts to pull Hopper and Sherwood, the ex-amateur champion, focused his efforts on Root. The New Yorker passed Moran but was unable to tag Root before the finish. Moran finished third and Keegan was fourth. Mahan was the only other man left on the track. The score at the end of ten hours-the first day-was 193 miles 3 laps for all but Bizzarri and Mahan, who were two laps behind.

#### Second Day-Tuesday.

Tuesday, the second day, saw a further reduction in the number of teams tied for first place. Wyatt and Connolly lost a lap and Hill and Treible were completely distanced. As Bizzarri and Mahan were already one lap behind this left eight teams tied for first place.

Hill and Treible were the first team to lose ground. The latter, who over-estimated his ability when he mixed with the fast bunch, had several falls and became groggy. At 7:30 p. m. he sent word to Hill, on the track, that he had his fill of six day racing and intended to quit. Hill tried to induce him to get back and do his trick, but Treible was obdurate, and Hill disgustedly dashed his wheel against the fence. Then he remounted in the hope that some other team would break up and thereby give him a partner.

Wyatt and Connolly got their medicine in the ninth hour when the most sensational sprinting of the race occurred. It was started by Moran, who went out to relieve Fogler, the latter jumping when he saw his mate at the track side. After being relieved Fogler did not dismount, but suddenly shot out on the track again and made a flying pickup. The riot of speed lasted for miles and during the mixup Bizzarri and Mahan lost two laps and Connolly and Wyatt dropped one. The cracks let Bizzarri "steal" the two laps later, but that was as far as they would let him go.

With less than a half hour to go little Mitten, the Davenport "champeen", gave the big guns cause for real concern. Although the Iowan is the butt of a lot of good-natured ridicule, two seasons on the Salt Lake track have made a real rider of him and when he jumped the field for a gain of thirty yards, it looked serious. Keegan relieved Mitten, but was unable to hold the pace, and Moran pulled the field up.

The final mile began with Bardgett in front, and Downing on his wheel. At the fifth lap Mahan took a tumble, but was not injured, and Downing assumed the lead with Fogler on. Krebs came up on the outside and put Bardgett in a pocket. The pace was fast and Krebs pumped like a windmill in a forty mile breeze, while trying to go by on the outside, but Bardgett saw his opportu-

nity and slipped through for second position, with Sherwood hanging on like grim death. The pair together with Fogler on flew around the track, gaining on the field each succeeding lap. At the gun for the finish, the trio crossed the tape in Indian file, Fogler, Bardgett, Sherwood. At the end of 20 hours of riding, the leading teams had reeled off 383 miles. Wyatt and Connolly and Bizzarri and Mahan had 382 miles 9 laps, and Hill and Treible lagged hopelessly in the rear.

#### Third Day-Wednesday.

When the riders finished Tuesday night and were going out of the building Fogler turned to Root and said: "You come out to-morrow night to finish and I'll show you how to ride a bicycle." While Fogler and Root are not enemies to the extent of punching each other in the face, there has been a lot of good natured rivalry between them. Until last year in the New York race Root had always been selected to do the finishing for his team, but Fogler has developed into a crack of the first water during the last two years, and a lot of argument between him and Root as to who was the better sprinter, has resulted. That Fogler is the stronger rider on a long sprint finish he proved Wednesday night in the final mile, which was the feature of the day's riding.

Fogler, Root, Krebs, Wyatt, Mitten, Anderson, Downing, Limberg, Holbrook and Bizzarri went out for the final ten laps of the day. Anderson started the sprint with Krebs on, while next in order was Hardy Downing with Fogler tacked behind; Root had Fogler's rear wheel. There was no change for four laps until Downing tried to go by on the outside, but was switched up the bank. Fogler dropped down on Anderson's wheel and in the sudden shift, Krebs stole Root's place back of Fogler. In the seventh lap, although Anderson was setting a fast pace Fogler left him anchored and sprinted for all there was in him. There was no resisting that spurt and Krebs had all he could do to hang on. Mitten slipped in for third, and Limberg was fourth, ten yards behind. The rest of the field was lost in the shuffle. Nobody knows where Root finished. Some say he went out of the velodrome by the back door. Root, himself, maintains there was a plot against him.

Only one lap was lost during the day, although the pace was fast, averaging better than twenty miles an hour. Falliani, the Italian who quit the first day decided to return to "Sunny It" and gather grapes for a living the remainder of his days, so he left for New York and took his bicycles, which Mahan had been riding, with him. Mahan had almost enough of six day grinding, so when the bicycles were taken away from him he didn't mind going back to his former and less strenuous vocation of rubbing the kinks out of Pat Keegan's nether extremities. Hill, whose partner, Treible, previously had lain down, paired with Bizzarri,

and under the rules the newly formed team had to lose another lap. Fogler, Bardgett and Moran led the lively sprints, though Mitten was right on hand when any suspicious sprinting asserted itself. The result was that at the end of 30 hours the teams, which was unfortunate as both Hill, were in the same relative positions as on the previous night, and the leaders had rolled up a mileage of 572 plus 7 laps.

#### Fourth Day-Thursday.

Only six of the eleven teams that started Monday afternoon were left in a tie for the lead at the finish Thursday night. In one of the wildest sprints of the race Holbrook and Limberg lost a lap each for their teams, which was unfortunate as both Galvin and Sherwood had been showing up wonderfully well. The tail-enders, Wyatt and Connolly and Hill and Bizzarri also were circled.

Nothing of interest developed until shortly before 6 o'clock, when Limberg dallied along in front. The "big guns" did not take the good natured Californian seriously and when "Cheese" jumped not much attention was paid to him until he had gained some distance. Moran saw a chance then to put a lap to his credit and away he went for Limberg. The balance of the bunch thought Moran was out to overhaul Limberg so they didn't exert themselves until Fogler went on to relieve Moran after the latter had passed Limberg. MacLean was the first to recover, and he started after the pair. Bardgett was sandwiched back in the bunch, but wiggled through and jumped after MacLean. Bardgett's sprint demoralized the field and then ensued a duel between the three leaders on one side and the other seven riders.

Mitten, clever, though abused little Mitten, the Iowa potato financier, saved the day for the field. The midget farmer uncorked a burst of speed and for mile after mile he paced one and another of the bunch until he had brought them all up to the flying leaders—all save Holbrook. Mitten made a desperate effort to save Holbrook, but the latter was tired and the bunch passed him. If Mitten had not been there Fogler, Bardgett and MacLean would have lapped the field.

Hardly had the smoke of the battle cleared away before the most disastrous spill of the race occurred. Root fell at the turn, and Krebs tumbled over him. Downing tried to avoid the mixup and in so doing ran against the railing in front of the bleachers. He hit the woodwork and landed on top of Root and Krebs, and though last to fall, he was worst injured. After having been restored to consciousness it was found that Downing had a badly bruised body, the skin was scraped off his forehead the face, an ugly cut under his lower lip and a badly wrenched shoulder. Moran won the final sprint from Bardgett by a narrow margin, with Krebs third. Keegan was fourth. The score was 768 miles.

#### WHIRLWIND OPENING AT BOSTON

Crowd of 6,000 at Inaugural Meet on New Saucer Track—Keen Competition and Close Finishes the Rule.

Not in many years has staid Boston witnessed such keen competition, close finishes and all-around thrilling bicycle races as characterized the first meet on the new ten lap Park Square velodrome, Boston, last Saturday night, 9th inst.

The meet was the curtain-raiser for the six day race that began the following Monday, and with large fields in all the events the crowd of 6,000 spectators got the best show for their money they have had in years. Fogler, of Brooklyn; Krebs, of Newark; Mitten, of Davenport, Iowa; Hopper, of Minneapolis; Anderson, of Denmark; Keegan, of Boston, and Sherwood, the examateur champion, finished in the money in the two professional sprint races; "Champ" MacLean defeated Hardy Downing, of San Jose, in a motor paced race; "Grandpop" Nat Butler, just back from Europe, rode a fast three mile exhibition behind pace, to say nothing of a race for the "simon pures," so it is little wonder that Boston enthused and that without restraint. It was an auspicious opening for the new winter track and if Manager MacLean pursues the wise policy he has inaugurated, furnishing the fans with real racing by headline performers, he will doubtless have little cause to complain of the box office receipts.

The ball was started rolling by a mile open for amateurs, which developed into a spirited contest from the start of the first heat until the gun for the finish. When it was all over Fred Hill of Watertown was declared the winner, with Tom Connolly of Everett a close second; Grant and C. Connolly took the other positions.

Hugh MacLean won his fifteen mile paced race again Hardy Downing, but the Californian gave MacLean a good battle. The men were sent away from a flying start, MacLean at the tape and Downing on the back stretch. The champion got away fast and chased. Downing for mile after mile but was unable to pass when he came up, as Fred White, who paced the Californian, seemed to have a habit of riding on as much of the track at one time as possible, in striking contrast to the steadiness of Saunders, in front for MacLean. On the last mile Downing cut out a hard pace, but was unable to reduce the lead to less than a quarter of a lap before the finish. The time was 23:33.

That old Father Time has dealt kindly with Nat Butler, the veteran Cambridge pacefollower, and also that he did not have a broken collar bone as was reported, when he reached New York from Europe last week, was shown in the three mile exhibition that Butler rode. The old-timer, whom age does not apparently wither, rode a fast

trial in 4:35, and was given a glad hand, as it was his first appearance in America in several years.

Some of the finest sprint racing was seen in the heats of the mile open. In the first heat Floyd Krebs and Joe Fogler had a battle royal. A lap from the finish Fogler was leading, when the Newark "Choiman" jumped. Fogler sat up and little Wiley, of Syracuse, slipped in for second. The next heat went to Anderson, of Denmark, from the 60-yard mark, with Moran, 45 yards, second, and Sherwood, late amateur champion, third. Sherwood surprised the veterans of the track, as it was the young New Yorker's first ride with the cash chasers, and the prediction was freely made that he will develop into a second Kramer. E. F. Root started from scratch in the third heat and in a gruelling finish beat Hopper, of Minneapolis, by less than a wheel; Logan was a good third. One of Root's tires burst just before the final heat so he did not start, leaving Fogler the lone man on the honor mark. Mitten, the popular little "champeen" of Davenport, Iowa, had the limit. 65 yards. Fogler ground out a steady pace from the start and at the half had his field in hand. Three laps from the finish Hopper pushed to the front and with Krebs on started to unwind, Fogler dropping to third position. In another lap Fogler had got the lead, and although Hopper and Krebs pushed him hard the blond Brooklyn trolley dodger maintained the position until within a few yards from the tape, when Krebs gave a mighty jump and nipped him on the line. Hopper, who apparently was pulling Krebs, dropped back and Mitten moved up for third place, with Sherwood close up. Time, 2:112/5.

With all the riders that were engaged to start in the six day race entered for the ten mile open a great race resulted that was marred only by several spectacular falls. Special prizes were up for the leader of every mile, which made a continual sprint from start to finish. George Wiley, the diminutive Syracuse messenger boy, was out after the small change and he got most of it by game digging and fast sprinting. First, second, sixth, seventh and ninth mile prizes were gathered by him, Moran taking the third, Logan fourth, and Keegan fifth.

During an exciting sprint in the fifth mile Mitten, Krebs and Moran tumbled, while Wiley, Sherwood, Hill and Logan went down in the eighth. Wiley remounted and regained the distance, but the others quit. Logan was the worst sufferer. A pedal struck him just above the knee, cutting a gash that necessitated ten stitches and which put him out of the six day race. At the bell, Fogler began to unwind and with Hopper trailing the last lap started, Hopper jumped, but the big Brooklynite was able to hold his own and won out by less than six inches at the tape. Keegan was third and Anderson, of Denmark, fourth. Time, 23:20. The summaries:

One mile open, amateur—First heat won by Fred Hill, Watertown; second, Tom

Connolly, Everett; third, S. Grant, Lynn. Time, 2:18. Second heat won by J. S. Bell, Watertown; second, Joe Currie, Boston; third, C. Connolly, Everett; fourth, Tom Panacy, Brockton. Time, 2:27. Final heat won by Hill; second, T. Connolly; third, Grant; fourth, C. Connolly. Time, 2:333/6.

One mile handicap, professional—First heat won by Floyd Krebs, Newark (25); second, George Wiley, Syracuse (55); third, Joe Fogler, Brooklyn (scratch). Time, 2:13%. Second heat won by A. M. Anderson, Denmark (60); second, James F. Moran, Chelsea (45); third, Charles A. Sherwood, New York City (55); fourth, W. L. Mitten, Davenport (65 yards). Time, 2:15. Third heat won by E. F. Root, Melrose (scratch); second, Norman C. Hopper, Minneapolis (30); third, Pat Logan, Boston (50). Time, 2:16. Final heat won by Krebs; second, Fogler; third, Mitten; fourth, Sherwood. Time, 2:11%.

Ten miles open, professional—Won by Joe Fogler, Brooklyn; second, N. C. Hopper, Minneapolis; third, Pat Keegan Lowell; fourth, N. C. Anderson, Denmark. Time, 23.20. Mitten, Krebs, Moran, Logan, Sherwood, Hill and Wiley fell. Also ran—Root, Limberg, Halligan, Wyatt, Connolly, Treible, Holbrook. Mile prizes—Wiley, 5; Fogler, 1; Moran, 1; Logan, 1, and Keegan, 1.

Fifteen miles motor paced match, professional—Won by Hugh MacLean, Chelsea; second, H. K. Downing, San Jose. Time, 23:33.

Three miles, motor paced exhibition, professional—By Nat Butler, Cambridge. Time, 4.35.

Paced exhibitions by Nat Butler, amateur and pacing machine races, were the extra features during the week at the Boston six day race. On Monday Butler rode two miles in 3:20, and Fred White was beaten by Charles Turville in a two mile pacing machine race. Time, 2:563/5. White turned the tables on Turville the following night, winning in 2:58, while Butler's exhibition was made in 3:26. A three mile amateur team pursuit between the Connolly brothers and Drobach on one side and Grant, Currie and Hill on the other, was won by the former in 6:03. The race was fast and exciting, Hill doing the bulk of the work for his team and the other two had to give up. Butler rode faster on Wednesday night and covered two miles in 3:06, and Turville scored the motor race in 3:04. A roller skating race was the other attraction. Butler's best time for two miles was made on Thursday, in 3:044/5. Turville and White had another race, Turville winning easily in 3:07%.

Omaha, Neb., cyclists are good bowlers as well as riders. In a league tournament in progress in Omaha the Omaha Bicycle Club team took a leading position at the start and has headed the list of ten teams for some time. In a series of eighteen games rolled the cyclists have lost only two games.

# The Easy Rui

again demonstrated the correctness of its crank hanger construction at oregular stock Model Racycle Racer starting from a handicap mark, soon a very stiff wind, on a muddy, heavy track, in a manner which for nine mil distance he kept his lead over the scratchmen until the finish and

# Was Returne

in one of the most brilliant and splendid exhibitions ever witnessed.

¶ Bicycle riders appreciate an easy running wheel. It lightens the

¶ It's easier for you to sell a wheel that has the superior advantages of the greater will be the demand; for satisfied customers always recommend to satisfied customers.

# Now is the time to secu

I We want you to know about the new 1908 RACYCLES for we have

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#### OUR \$10,000.00 OFFER WILL INTEREST BOTH

# The Miami Cycle & Manufacturir

F. M. JONES, Pacific Coast Representatives, SACRAMENTO, CALIF.

# ning Racycle

Park, New York, on Nov. 3d. Mr. James P. Byrnes, mounted on a ht up with those in front, passed them, and rode alone, unpaced against ought out round after round of applause from the spectators; for in that

# The Winner

bor and makes bicycle riding a pleasure rather than a hardship.

CYCLE, than it is to sell an ordinary bicycle, and the more you sell the friends the things they buy, and buyers of RACYCLES are always

#### the RACYCLE Agency

ething to offer that will win the heart of every lover of a good bicycle.

ell you all about the new Models and our selling plans for next year.

#### U AND YOUR CUSTOMERS. ASK ABOUT IT

# Company, Middletown, Ohio



# The Easy Ruming Racycle

again demonstrated the correctness of its crank hanger construction at (c Park, New York, on Nov. 3d. Mr. James P. Byrnes, mounted on a regular stock Model Racycle Racer starting from a handicap mark, soonight up with those in front, passed them, and rode alone, unpaced against a very stiff wind, on a muddy, heavy track, in a manner which for nine milprought out round after round of applause from the spectators; for in that distance he kept his lead over the scratchmen until the finish and

# Was Returne The Winner

in one of the most brilliant and splendid exhibitions ever witnessed.

¶ Bicycle riders appreciate an easy running wheel. It lightens the labor and makes bicycle riding a pleasure rather than a hardship.

¶ It's easier for you to sell a wheel that has the superior advantages of the ACYCLE, than it is to sell an ordinary bicycle, and the more you sell the greater will be the demand; for satisfied customers always recommend to the friends the things they buy, and buyers of RACYCLES are always satisfied customers.

# Now is the time to secre the RACYCLE Agency

We want you to know about the new 1908 RACYCLES for we havemething to offer that will win the heart of every lover of a good bicycle.

¶ 1908 prices and 1908 catalogues are ready. Send for both and weltell you all about the new Models and our selling plans for next year.

OUR \$10,000.00 OFFER WILL INTEREST BOTH OU AND YOUR CUSTOMERS. ASK ABOUT IT

# The Miami Cycle & Manufacturit Company, Middletown, Ohio

F. M. JONES, Pacific Coast Representatives, SACRAMENTO, CALIF.

TIGER CYCLE WORKS CO., 782 Eighth Avenue, Distributors for GRFATER NEW YORK

The fact, that there were

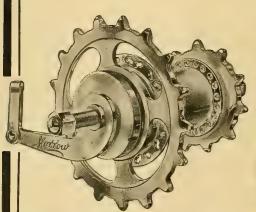
### MORE MOTORCYCLES

equipped with the

# Morrow Coaster Brake

at the

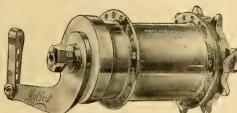
MADISON SQUARE GARDEN SHOW



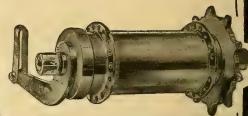




Front Hubs to Match



For Bicycles



For Belt-Drive Motorcycles

scarcely will prove surprising to the motorcyclist who knows the Morrow. But it will serve as food for reflection for all those who have yet to discover "what's what" in coaster-brakes. Do you wear a thinking cap?

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

#### **ROVING CYCLIST ON A GLOBE TOUR**

Frank Huber Completes Ride from New York to Denver—Living in the Open Air and Seeing the World.

"Unpressagented," and therefore unheralded, Frank Huber arrived in Denver last week, scarcely showing the effects of his 2,500 mile bicycle ride across the continent, and even Eugene Sue did not recite all the adventures that might befall a wanderer, for according to advices from the Queen City Huber recited a few incidents that made even the "Wandering Jew" retire into a state of innocuous desuetude.

Huber is a globe trotter, soldier, sailer and adventurer in every clime. Of German nationality, it follows that Huber is taciturn to an extent, so when, two months ago, after a friend gave him a second-hand bicycle, he decided to see something of the world not already explored, Huber did not hire a press agent to herald his departure. As a matter of fact nothing was heard of the young man in the public prints until he bobbed up in Denver last week.

The young German left New York City with \$38 and landed in Denver with 90 cents. On the entire journey he wore out one tire, and the expense bills incidental to the repair of his bicycle were less than \$5. His route ran northwest to Pittsburg, across the Allegheny mountains by way of the Ohio Valley to Cincinnati, from there to Louisville, Ky., to St. Louis, then due west to Guthrie, Okla., and then to Pueblo, Colo., and Denver.

Like the nomadic tribes, Huber carried his tent with him and slept in the open. His equipage consisted of a rubber poncho and a wollen army blanket. No serious accident befell Huber until he was entering Colorado Springs, when his front wheel gave way, and he was obliged to invest \$4 in having it repaired. He will stay in Denver until he makes enough money to guarantee his food on the overland ride from there to Seattle, Wash. From Seattle he will ride down the coast to San Francisco, work his way on a steamer to the Orient, eventually completing a tour of the world, all of the land portion being traversed on a bicycle.

Huber served his term in the German army, and made extensive tours awheel through all the countries of northern Europe. He told a Denver reporter that he had ridden on practically every known highway of England.

Huber is one of the Jack London type, philosopher to a degree, and likes to keep in close touch and harmony with nature. Unlike other wafarers Huber does not think much can be seen riding blind baggage or under railroad cars, so he chose the bicycle as a means of conveyance to satisfy his wanderlust. No mercenary motives inspired his trip, for he simply wants to see the

world and he uses the bicycle as the vehicle best suited to his needs, and as the one requiring the least attention and expense.

#### Sold Stolen Bicycles Piecemeal.

In attempting to build up a business in bicycle parts an enterprising individual in Rochester, N. Y., named McMullen, encountered so much opposition from the local police that he is now spending six months in the penitentiary. The prejudice against him on the part of the officers of the law was based on the fact that McMullen's source of supplies was a rather unusual one, his plan being to steal complete bicycles and take them apart to sell the larger parts piecemeal, a variation of bicycle thief methods that despite its ingenuity did not save him from detection.

#### Cape Top Bicycle for Summer Use.

Looking far ahead to the broiling sun of next summer, Martin Zech, of Prairie du Sac, Wis., has produced for bicycles a cape



top that will yield shade and comfort to the rider. The inventor and his invention are portrayed by the accompanying illustration. Triangular braces attach at the rear forks and the seat post, as shown in the illustration, and the top itself while spacious in overhead umbrage, presents little resistance to the wind, as the back is open. Having tried it on his own bicycle, Zech is satisfied as to its value and advantages and is preparing to make arrangements for its manufacture in quantities.

#### More Cities Employ Motorcycle Cops.

So successful have motorcycles shown themselves in police work in those cities where they have been tried, that other municipalities are rapidly falling into line and considering their use. Police Inspector Whitaker of New Orleans, owing to a great number of accidents due to speeding automobiles, is preparing to organize a motorcycle squad for the apprehension of speed limit violators and St. Joseph, Mo., is likewise considering the purchase of two motorcycles for the same purpose, while dealers in Kansas City, Mo., have been called by the city fathers to give demonstrations of their machines.

#### **NEW TRACK'S AUSPICIOUS OPENING**

Frisco's Saucer Affords Exciting Sport and Draws Good Crowd—De Mara Proves Biggest Winner.

San Francisco, Cal., Nov. 9.—With 3,000 spectators yelling excitedly, the new Pavilion saucer track at Pierce and Sutter streets was successfully christened last night. The track is conducted under franchise of the National Cycling Association. While at present it is only a temporary affair, it is expected that a permanent saucer will be erected before the winter is over. The present track is built in sections so that it can be removed and the floor of the building utilized for roller skating, but if the venture proves a success the promoters will erect a permanent structure, and hold professional as well as amateur races. As was expected, the feature of the meet was the riding of Walter De Mara, who won a big majority of the races at the Salt Lake City saucer last season. The bow-legged prodigy finished first in two of the four races held, Schiller and Halstead taking the other two. McLaughlin got two good

Long and Mayrhofer won the heats of the quarter mile open, but the latter was put back ten yards in the final for trying to beat the gun. Then to add to his discomfiture some rider bumped into him. Mayrhofer was bruised considerably and may not be able to ride for several weeks. It was unfortunate for with only one week's training he gave promise of proving a match for De Mara, his old-time side partner at Zion. Schiller got the final. De Mara had an easy victory in the half mile open and won the final of the one mile club team race, Mc-Laughlin being the runner-up in both events. Halstead, a long-marker, won the three mile handicap. The summaries:

One-quarter mile, open—First heat won by C. Long; second, C. Schiller; third, Fair-clough. Time, 0:334/5. Second heat won by Rudy Mayrhofer; second, Black; third, Halstead. Time, 0:332/5. Final heat won by Schiller; second, Long; third, Black. Time, 0:34.

Half mile handicap—Qualifants: De Mara (scratch), Thomas (50), Hart (40), McLaughlin (scratch), Mullin (70), Galli (60), Messigal (50), Laurance (20), Curran (60), Green (75). Final heat won by De Mara; second, McLaughlin; third, Laurence. Time, 1:044%.

Three miles handicap—Won by Halstead (120); second, Messigal (140); third, Laurence (50). Time, not stated.

One mile club race—First heat won by McLaughlin, B. C. W.; second, Coughlin, G. C. W.; third, Black, O. W. Time, 2:22. Second heat won by De Mara, B. C. W.; second, Schou, C. C. W. Time, 2:24%. Final heat won by De Mara; second, McLaughlin; third, Coughlin. Time, 2:22.



#### A RIGID FRAME

prevents rack and strain on the running parts of the bicycle and saves the power of the rider.

The TRUSS in the frame of the Iver Johnson gives greater rigidity with less weight than can be had in any other way. Dealers everywhere tell us that this exclusive feature constitutes a tremendous argument in selling the



TRUSS BRIDGE BICYCLE

Write for catalogue giving full description of 1908 Models.

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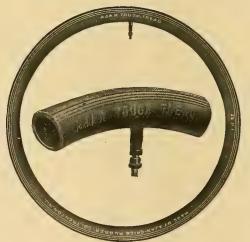
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BAKER & HAMILTON,

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### The Dealer or the Rider



who has not made the acquaintance of

# Ajax Tires

has "something coming to him." If he is wise he will seek an introduction. For nowhere will he find a better friend than the Ajax.

Ajax-Grieb Rubber Company, 57th Street and New York City

Factories: TRENTON, N. J.

#### TO INCREASE BATTERY'S STRENGTH

Simple Expedient Practiced by a Motorcyclist—Big Increase of Amperage Even in a "Dead" Cell.

Clarence Ayres is manager of the telephone exchange in Warwick, N. Y., and rides a two-cylinder Curtiss motor bicycle. The two facts have more connection than appears on the surface. Identification with the telephone business suggests knowledge of electricity and use of motorcycles suggests that on occasion such knowledge proves mightily comforting.

Before Ayers became possessed of a "double" Curtiss, he rode a single cylinder and after making the change, it did not take him long to discover that the more powerful machine had an appetite for electrical "juice" that was amazing. Ayers never was able to get more than 500 miles out of a set of dry cells. The fact caused him to put on his thinking cap and as a result he put into practice a little trick that he had long employed in the telephone exchange.

When he purchased new cells, he detached and threw away the binding screw, and broke off the carbon pole flush with the top of each cell. Then he drilled down into the carbon about an inch and a half and into the hole inserted a brass screw of that length to which, with the aid of a nut, the battery wire was secured.

Before this had been done, the ammeter test had disclosed 18 amperes per each cell; after they had been "doctored," the pointer of the instrument indicated 28 amperes per cell. Ayres was the only man who was not surprised. On many similar occasions he had increased the amperage of his telephone batteries in exactly the same way and he exhibited some of them in proof of it.

His test of the altered battery in road use confirmed his belief. Instead of obtaining but 500 miles with his big Curtiss he has obtained 1,500 miles from the one set of three dry cells.

Ayers's theory is that the increase of amperage is due to better contact and more surface in contact. With the usual binding screw less than half an inch is in contact with the carbon. With the long brass screw inserted directly into the carbon pole, the contact is if anything firmer and, of course, of three times the length.

Some of those who heard of Ayres's practice have attempted similar experiment and while in each case the amperage of the new cell is increased, it varies greatly, from one ampere upward. The most surprising result, however, was obtained from a discarded cell which registered 3 amperes. After the brass screw had been inserted in the carbon, an increase to 7 amperes was indicated, which appears to suggest that in an emergency the brass screw remedy may prove quicker and more effective than the usual method of "reviving" a dead battery

by punching holes in the sides or top of the cells and saturating the "insides" with sal ammoniac, vinegar or warm water.

#### Damage Caused by Rust.

It is sometimes difficult for the rider to appreciate the amount of damage that may be done by the accumulation of rust on parts which work in and out in bearings. Generally speaking, such parts are kept well covered with lubricant most of the time. and this, coupled with the abrasive action of the bearing itself, tends to keep the journal reasonably free from accumulations of mud and rust, and therefore in moderately good condition, even without special attention being given it. Valve stems, control wires which run through tubing, and cam shafts between timers and crank cases, however, are frequently neglected to a shameful degree. The result invariably is an accumulation of oxide and grit which is injurious in the extreme, and not simply increases the engine friction for the time being, but so increases the rate of wear as well, as to materially shorten the life of the engine.

#### Protecting the Working Parts.

A point which motorcycle builders well may begin to consider is the housing in of the working parts to a greater extent than is commonly done. Valve stems, timers, magnetos, and even the exposed parts of throttles frequently are subject to more or less injury from dust and dirt, and might be protected easily enough without materially increasing the complication of the mechanism. Such arrangements, though adding to the cost of the motor, increase its life and usefulness, sufficiently to earn their keep.

#### Dealers to Observe the Sabbath.

Believing that bicycle dealers and repairmen should have at least one day each week in which to rest, those in Gainesville, Fla., have agreed to close on Sundays. "We have never wanted to keep open on Sundays," remarked one dealer who voiced the sentiments of the others, "but business was so good on the first day of the week that no one would take the initiative in closing. Now that we mutually have agreed to close on Sunday, everybody is satisfied."

#### Uncle Sam to Buy Bicycles.

The United States War Department finally is giving at least minor recognition of the value and utility of bicycles. Orders have been issued authorizing the Quartermaster General's department to furnish two bicycles to each military post and an additional bicycle to each battalion where conditions warrant their use.

The Pasadena (Cal.) Motorcycle Club has elected the following officers: President, Charles Backus; vice-president, William Hollenbeck; secretary, John Foster; treasurer, Manly Goddard; captain, Edward Myers, and lieutenant, Albert Wenger.

#### DEMANDS OF THE BELT DRIVE

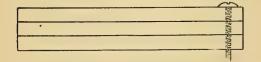
McGrath's Narrative of Evolutionary Experiments—Special Construction to Attain Flexibility and Non-Slip.

W. A. McGrath, manager of the Royal Motor Works, has some very pronounced ideas on the belt question, and, of course, they find tangible expression on the Royal motor bicycle. During the course of the Madison Square Garden show last week, however, he found an opportunity to put his ideas into words and as he was fortified with explanatory diagrams, they serve as an interesting contribution to the fund of motorcycle information. McGrath first cited the case of a belt-driven British motorcycle which makes the scales sag under a weight of 298 pounds, and remarked what few of those not mechanically-minded are aware of, that despite the impression to the contrary, the heavy machine entails problems of its own in respect to vibration, and required such perfect distribution of metal that lacking it, it may be shaken to pieces more easily than a machine of light weight. In substance, McGrath said:

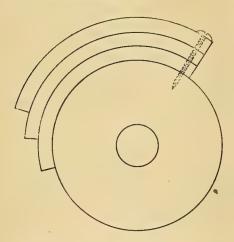
"In fact, with such weights as the foreigners take on it becomes of first importance for them to perfect smoothness of running or else see their machines go to pieces. As machinery of any sort becomes heavier the one problem of constantly increasing importance is for the designer to anticipate and eliminate vibration. If he does not do this, his structure will not stand. If a piece is taken from or put on a moving part, chances are, compensation must be made by similar weight being added or subtracted elsewhere. The Englishman is usually adding them, however. In the daily wireless reports of the new turbine Cunarder the story dwelt far more upon the absence of vibration than upon the speed. It is the same from the most powerful engines down to the works of a watch; smoothness of running is essential to good work and long life. This appreciation of smoothness of running is what caused the Europeans, when belts first proved insufficient and unsatisfactory, rather than discard them to make a thorough study of each point of weakness and to bring it to a degree of complete efficiency.

"The matter of stretching was a problem for the tanners and was comparatively easily overcome, for the removing of what stretch can be taken from new leather was a purely mechanical proposition long ago solved in all well equipped tanneries. However, this had to be followed by some treatment to prepare the stock for out of door work in the changing elements, which is far more severe than indoor work in a dry and even temperature. Here the chemists took a hand and by certain changes in the tanning compounds produced a dry, unsympathetic feeling stock which had no more use for water than a duck's back—or'than some men have. Some people call this leather "mineral tanned," which is incorrect. That stock has for its tanning basis chromate of iron salts, while the basis of the best motorcycle belts is hard-oak bark, modified to meet the special conditions and then given a water-proofing which permeates the leather through and through.

"Then two problems came side by each, as it were: Flexibility and non-slipping. To prevent slipping it was necessary to have sufficient surface in contact with pulley surface, and this could best be obtained through the long-established twenty-eight degree V belt cut being employed, such a belt % inch wide giving contact of a flat belt an inch and a half wide. In addition there was the powerful grip the pulley takes on the belt as pull is applied, provided the belt was sufficiently flexible to lay in the pulley. Our first belts were made three-ply and we thought we had something fine, but they would not hug the pulley and slipping resulted. In investigating this we took three strips of leather of even length and fastened them together in this manner:

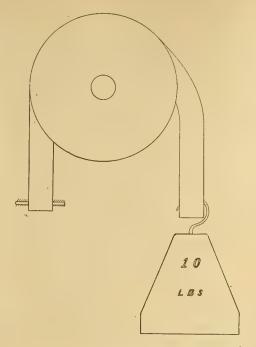


"The strips, mind you, were not stitched or cemented together, but were attached at one end to a drum to give the size of our pulley. Then we closed them around the drum in this manner:

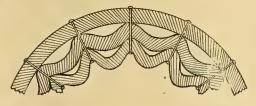


This simple experiment showed the action which would take place if the layers were allowed to work independently and proved the great internal strains going on in a belt stitched solid. If the inner ply were not allowed to slip ahead, it would of necessity buckle outwardly and carry the entire belt with it. This we further proved by fastening a pulley to a board and attaching a tenpound weight, as in the next illustration.

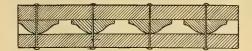
"An additional ten pounds had but little effect in drawing the belt nearer the pulley. The contact of belt and pulley was not sufficient to prevent slip, nor could a good fit be gotten without very unreasonable pull



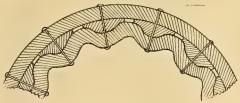
on the engine. The question was, 'what should be done to the belt? Provision must be made for the working of the inner plies. If the belt were fastened at stated intervals with rivets but not stitched, when formed around the pulley the inner plies would buckle inwardly in this fashion:



"This, then, would lift the outer part of the belt from the pulley and cause loss of contact and slipping. This brought the problem down to the disposition of the tendency to buckle inwardly. Finding, as the most simple calculation will show, the three ply belt to possess pulling strength many times in excess of the requirements, it appeared best to form the middle ply in blocks, which would allow the inner ply to buckle outwardly when passing the pulley. This worked out in this manner:

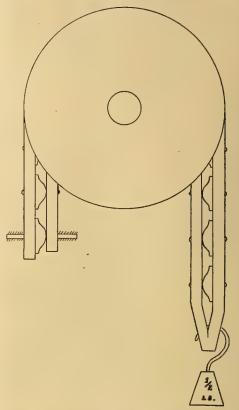


"Attached to the drum this belt took this form:



"Whereas the first solid belt would not give proper contact with a twenty pound weight, we found the open belt to take perfect alignment with a one-half pound pulland this with a new belt, at that.

"The old story of how two Chinamen in widely separated parts of their country invented gunpowder at about the same time,



came to our minds when we found that G. H. Curtiss, of Hammondsport, had experimented along lines similar to ours and perfected a belt on the same principle, and of course we realize therefore, that not all of the credit belongs to us."

#### Winter Licenses for Sidewalk Riding.

Licensed sidewalk riding-during the winter months only—is a peculiar feature of cycling in Kalamazoo, Mich., and the large number of licenses that have already been issued to riders desiring to avail themselves of the priivlege this winter indicates that the use of bicycles during the coming months is to be even greater in that city than it has been in the previous winters. The law permitting sidewalk riding is rather unique, its provisions being that upon the payment of a 50 cents feet, a rider has the privilege of using the sidewalks from November 1st to May 1st. The majority of those who apply for these licenses are salaried workers in the retail district, and a further analysis of the licenses issued shows that of any one class, the carpenters come next. Last year over 1,000 of these licenses were issued and over 400 licenses were applied for during the first three days of the present month, which is taken as evidence that the total for this winter will exceed last year's figures.

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Price 25
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The Bicycling World Company

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Price 25
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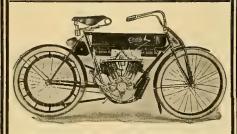
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For 1908

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Long Wheel Base Large Fuel Capacity Roller Bearing Engine

\$200



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The World's Greatest
Motorcycle
Many Exclusive Features

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"LIGHT"

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 $2\frac{1}{4}$  H. P. Chain Drive Thor Motor  $$185.\stackrel{00}{=}$ 

3 H. P.

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# "He Who Hesitates Is Lost"

Don't lose by hesitating what your mount will be, when there is such a fine array of 1908 INDIAN motocycles to select from, contains everything that goes to make up the best motocycle of the day.

Prices and models to suit all

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#### NATIONALIZATION OF HIGHWAYS

Consul-General Skinner's Report on the French System—Advantages of Government Control.

That the experience of France is valuable in showing what the nationalization of highways can do for the entire population is the suggestion of Consul-General R. P. Skinner, of Marseille, in replying to the request of the Los Angeles highway commission for information likely to be useful in constructing a system of roads in that California county. Mr. Skinner's report is interesting and full of valuable pointers for roadmakers in every State.

"It generally is recognized, I think, that the best and most complete road system of the world is to be found in this country, where it stands as an enduring monument to the administrative greatness of Napoleon," Consul-General Skinner writes, from the French seaport at which he is stationed. "French roads are good, not because of any superiority of raw materials, as the same materials exist everywhere; they are not good because of any special talent for road building, as the formula was furnished by an Englishman, and some roads just as fine may be seen in parts of the United States. The real superiority of the French road system is attributable to the fact that it is under the constant intelligent supervision of an army of trained men, who discover within the organization opportunities for advancement and professional distinction which no mere country administration could offer.

"The proof of this assertion may be found in France itself. If this country has a wonderful network of great arteries of general communication called "national routes,' there also is in every department or county a system of local roads connecting the small towns and villages, built and maintained by the local governments, and very inferior to the national routes. The construction and maintenance of the local roads are affected by the same unfortunate influences which ordinarily attach to county effort in America, but in less noticeable degree. The French road type therefore is the broad and smooth national route, upon which in rolling country one good draft horse is expected to travel 30 kilometres (18.64 miles) per day, hauling a load of 1,500 kilos (3,306 pounds). Public opinion requires that the local highways be kept in sufficiently good condition not to interfere with the horsepower efficiency here indicated.

"The basis of the French highway administrative system is the Ecole des Ponts et Chaussees (School of Bridges and Roads), one of the finest technical schools in the world and, like all other French educational systems of importance, a state affair. It is intended to form the engineers who after-

wards take positions in the highway administrative system. Ordinary students are also accepted and are graduated with the diploma of civil engineer. The course of study lasts three years and instruction is gratuitous. The highway hierarchy in France is thus organized:

"(1) Inspector-general of bridges and highways.

"(2) Chief engineers charged with the work of the single departments or communes.

"(3) Ordinary engineers charged with the work of single arrondissements.

"(4) Under engineers, who may be compared to non-commissioned officers in the army, the grade being open to 'principal



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conductors,' and who have reached this grade, are charged with the work of single arrondissements.

"(5) Principal conductors.\*

"(6) Ordinary conductors (this category comprises several grades).\*

"(7) Piqueurs, who are foremen of construction gangs.

"(8) Clerks, employed at headquarters.

"(9) Cantonniers, each having from 4 to 7 kilometres of highway under his immediate supervision.

"This vast and apparently complicated machine directs the building and maintenance of both national and local roads. The national Government co-operating with the local governments under certain circumstances, has charge of the hydraulic works of France—that is to say, the supervision and erection of sea and river walls, ports, etc., and exercises surveillance over rivers and railroads.

"The point of departure in this system begins with the modest cantonnier, who lives on the line of his jurisdiction, and is responsible for the maintenance of his section of road at all times. He keeps the

\*Charged with the service of the subdivision.

ditches open, carefully fills holes and ruts with broken stone when such are discovered, removes dust and deposits of sand and earth after heavy rains, trims the trees and bushes, and when citizens furnish labor in payment of their road tax directs their work. When ordinary work is impossible the cantonnier breaks stone and transports it to points where it is likely to be needed. He is expected to bring to the attention of his chief any condition requiring special attention, and is the man on the spot in every emergency. Each cantonnier has a book, and in his book the chief cantonnier, who passes over the road at least once a week, notes his instructions and checks up the work accomplished during the preceding interval. Nothing is left to chance. The conductors go over the line at regular intervals also and direct the chief cantonniers, and all reports are transmitted to the central authorities, who thus follow the prevailing conditions on every foot of national highway in France. Each year the conductors prepare estimates of necessary expenses for the following year, itemizing them under the heads of maintenance, heavy repairs, and new work, and the parliamentary appropriations are based upon these careful local calculations.

"A national route in France, like a railroad, must first be declared necessary by a special law. At the present time comparatively few new national routes are being added to a system that is already old and complete. Estimates are prepared when new work is contemplated and the execution is let by contract. A standard roadway in this country is much simpler than is commonly supposed. Experience has dem-. onstrated that profound foundations and other expensive construction are far less important than a careful drainage system, and in providing this, French methods particularly excel. A standard roadway in France consists of what the engineers call a box, of earth, into which is deposited the hard material of the road surface proper. This "encaissement," as it is called, is carefully shaped and rammed, the sides or driftways being wide enough to hold the hard material in place, and incidentally to serve as footpaths. On each side of the driveway runs a ditch, unless the special conformation of the land renders a ditch unnecessary. In all cases the drainage scheme must be such that the road surface receives only its own rainfall.

"The national routes are divided into three classes, having 45.93, 39.37, and 32.80 feet width, respectively. In exceptional cases they are 65.61 feet in width, but only near large cities. With the road box, when it has been rammed and convexed, is finally deposited the surfacing material of crushed stone, each stone being small enough to pass through a ring of 6 centimeters (2.36 inches) diameter. The depth of the crushed stone, when rolled, should be 20 centimeters (7.87 inches).

"Years ago the process was more complex. It was then regarded as necessary to have three strata of material, beginning with a sort of pavement of large stones, upon which were superposed a layer of smaller stones, and a top dressing of crushed stones. Such a road becomes very rough ultimately, and at present a modified macadam system is in use. Whereas Macadam declared his formula to be invariable under all conditions, French engineers do not hesitate to employ piles, stones, brush, or anything else requisite to establish a secure foundation, or to slightly increase or decrease the thickness of crushed stone where the soil or conditions present special characteristics.

"As every roadway established directly upon a rock foundation is hard, likely to become rough and to wear out rapidly, when such a foundation is necessarily employed a considerable layer of earth is interposed between foundation and surface. The road materials being in place, consolidation of the surface is obtained by rolling with a cylinder of about six tons weight. The roadway is sprinkled continuously during this operation and a melange equal to 10 per cent. of the volume of broken stone, consisting of sandy and argillaceous material, is thrown under the cylinder. The surfacing operation is limited usually to lengths of 200 to 400 meters (656.16 to 1,-312.33 feet) at one time. The steam roller first travels over the moistened loose stones three or four times, after which the fine binding material is distributed in very small quantities, and the rolling then proceeds until a loaded cars leaves no trace upon the new surface. When the rolling is completely finished the highway is closed for about fifteen days in order to dry before being opened to traffic.

'The most favorable moment for constructing a highway is at the beginning of spring. The materials most difficult to handle are pebbles and hard, unbroken gravel. When such material is employed there should be no hesitancy in using as much as 12 per cent, of aggregating earth and sand—the maximum prescribed. Broken limestone is most highly regarded for surfacing purposes, after which in the order given come silicious material, such as quartz, when it is not friable; silex and granite when the cost of crushing is not excessive; basaltic materials if mixed with limestone, pebbles and gravel from mines or river beds. Limestone works up most readily, but harder materials, such as silex or granite, last longer and give less dust and mud. The best stone for road making contains a gangue of calcareous nature which becomes manifest under compression and provides much of the hardness and cohesion of the best French roads.

"Applications of hot tar well worked in with brushes will aid in prolonging the life of any good road, and to that extent prevent the dust nuisance often intolerable in these days of automobiles. The use of tar has been discussed in my previous reports on this subject. It should be understood that coal tar baths will avail very little on

old, worn out roads, and that dust itself is detritus arising from the disintegration of the road itself. Consequently the only real remedy for the dust affliction is to build roads that are virtuall, indestructible.

"The chief concern in France is that all preliminary and necessary operations shall be thoroughly performed. When embankments are made, the earthwork is built up 5.90 to 7.87 inches at a time, and the successive strata are leveled, and in the neighborhood of masonry, rammed. Time and rain are given as little to do in the matter of procuring solid construction as possible. Similarly every ditch is very carefully cut at a proper angle, rammed, and if necessary paved with stones. Every dangerous turn is protected by a stone parapet, and stone posts are planted 1 kilometer apart, with ten smaller stone markers at equal distances between the kilometer stones. At each crossroad there are sign posts, always in order, and nowadaws (this thanks to the Touring Club de France) there are indicators to remind the traveler of dangerous curves, rapid descents, paved drains, and the like. Every grade railroad crossing is protected by a gate with a watchman in charge night and day.

"There are in France 23,656 miles of national routes, which cost \$303,975,000 to build. There are also 316,898 miles of local highways built at a total cost of \$308,800,000, of which the State furnished \$81,060,000 and the interested localities \$227,740,000. These various kinds of roads are classed as follows:

"(1) National routes, traversing several departments and connecting the important centers. (2) Department routes, connecting the important centers of a single department and crossing the national routes. (3) Highways of grand communication, scarcely less important than the previous class. (4) Highways of public interest, traversing a single canton and connecting with other cantonal roads. (5) Ordinary neighborhood highways, being narrow and unimportant roads connecting remote villages and groups of houses with the more important means of communication.

"The advent of the automobile, with its destructive tires, has placed increased tasks upon the French road makers. No method has yet been discovered of preventing the file-like action of the rubber tires, often steel shod, upon the road surface. Coal tar baths do some good, especially in keeping down dust, or rather in preventing its formation, but are by no means generally applied, and only in or near centers of population. On the other hand, the permanency of automobile traffic is recognized, and wherever dangers present themselves to this method of circulation, efforts are made to mitigate them, either by directing public at tention to their existence, or in mountainous regions by widening the zigzag turns. The destructiveness of the automobile increases in proportion to its speed, but practically no effort is made to limit speed beyond the confines of towns and cottages. The speed

evil is correcting itself to some extent, owing to the perils it presents to the occupants of these vehicles.

"By virtue of the law of May 30, 1851, vehicles of all sorts may circulate in France without restriction as to weight or width of tires. However, for police purposes prefects may establish certain rules. Thus, for example, a factory utilizing a public road for testing of traffic purposes between given points, and subjecting it to an intense strain might be required to take out some kind of a license or otherwise make up its excessive utilization of public property. It is a recognized principle, however, that in no case shall agriculture be hampered by any prescriptions in regard to highway transportation tending to interfere with the harvesting, storing, or marketing of crops. Without any regulation by law, tire widths in this country are greater than in the United States, and under ordinary circumstances have the effect of ironing out the public roads rather than of deteriorating them.

#### Additions to List of Licensees.

Licenses were issued by the National Cycling Association last week to the following riders: Amateur (track and road)-John Esposito and Santo Benichaso, Brooklyn; Joseph Curry, Boston, and J. J. Crehan, Dorcester, Mass. Amateurs (road racing only)-Alexander Abel, Weehawken, N. J.; Tony Jirik, H. R. Horsfall, H. G. Wolzendorf, H. F. Abbott, Henry Bartsch, Julius Schaeffer, William Corcoran, L. M. Stringer, William Wallace, R. C. Hopkins, William Strum, J. B. Freeman, Fred Windt, Carl Lindenschmidt, Charles H. Parker, Harry Blue, Robert Bersch, John A. Long, George H. Breinig, R. M. Odein, Charles L. Barr, Benjamin Brueggemann, Frank C. Brueggemann, Harry Lang, A. G. Harding, St. Louis; R. B. M. Tidd and Luzerne Tidd, Old Orchard, Mo.; Thomas J. King, Robert L. Shanklin, G. Edward Towson, Baltimore; George T. Jerome and Claude Rezzonico, New York City; Paul Haller, Far Rockaway, N. Y., and C. G. Mohrmann and Edward Mitchell, Brooklyn.

#### Cyclist Rides 5,000 Miles a Year.

If he holds his job a few years more, A. G. Meatie will have ridden his bicycle a total distance equalling the circumference of the world. Meatie is the superintendent of schools in Outgamie County, Wis., and every year in the course of his duties he pedals at least 5,000 miles. On his bicycle he makes a complete round of his circuit of schools twice a year and according to the map the mileage of the circuit is 2,000 miles. Covering this distance twice means 4,000 miles, and the other riding that he does for business and pleasure makes up the other thousand.

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

#### Every Man Who Ever Manufactured a Motorcycle

knows only too well that it required more than one month or one year to perfect or evolve a satisfactory product. The same is true of motorcycle saddles; and that is

#### WHY THE PERSONS SADDLES



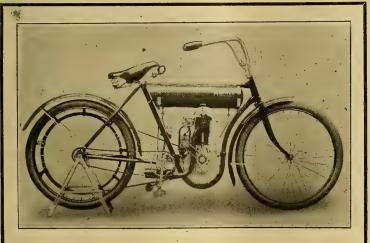


will continue to be the equipment of every motorcycle, the maker of which places quality and satisfaction above mere price, and who does not mean to experiment with flimsy and transparent imitations of the Persons at the cost of the rider's comfort.

IF YOU DO NOT WISH TO BE EXPERIMENTED WITH, LOOK TO THE SADDLE WHEN YOU SELECT YOUR NEW MACHINE.

If it's a Persons, you are safe; it has been long tried and proven true. If it is the other sort—peace be with you!—you'll need it. It often has been said that the saddle supplies a pretty good index to the quality of a bicycle and to the policy of its maker. That's why you never find a Persons on a cheap machine. Cheapness is obtainable only by "skimping." Think it over!

PERSONS MANUFACTURING COMPANY, Worcester. Mass.



#### **THE 1908 MERKEL MOTORCYCLE**

possesses many new and exclusive features which are worthy

of investigation by all motorcyclists.

With its Double Grip Control, its 3 H. P., Ball Bearing Motor and its Spring Fork and Frame, the 1908 Merkel is always under perfect control—spins along with ease and speed and rides as easy as a rocking chair.

Every part, down to the smallest nut and bolt, is made in our own factory-that is the reason we are able to guarantee the Merkel.

A post card will bring you our handsome new booklet.

#### MERKEL MOTOR COMPANY, 1114 26th Ave., Milwaukee, Wis.

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### HALT! \$25.00 Reward



For information about any dealer or repairman using or handling any Compound, Powder, Fluid or Semi-Fluid for the purpose of sealing punctures or leaks in pneumatic tires in violation of our

#### **NFVFRIFAK** PATENTS

Write for conditions under which the above reward will be paid.

BUFFALO SPECIALTY CO., Buffalo, N.Y.



#### Reliable at all times Power to Climb Any Hill

Won 10 mile pursuit race and 3 mile race at Crown Point, Md., July 4, 1907, outdistancing

Write for information.

ARMAC MOTOR CO.

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#### Sager Cushion Fork

Easily attached to any bicycle or motorcycle. Absorbs all jars, and vibrations. iolts Send for Catalogue.

J. HARRY SAGER, Rochester, N. Y.

MODEL B.

Model B patent drop forged wrench is the proper tool for your motorcycle. Ask your jobber.



SPARK PLUCS

for motorcycles, are separable for cleaning. Double Insulating mica, Indestructible. Metric No. 48. Half inch No. 32A. Price, \$1.50. Send for complete circulars.

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Those who have used them most will tell you that Duckworth Chains are the most satisfying chains ever applied to Bicycles or Motorcycles CHAIN & MFG. COMPANY Springfield, Mass.



#### BICYCLE GOODS

Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.

NEW YORK SPORTING GOODS CO. 17 Warren Street, New York.

#### The Week's Patents.

865,154. Clutch. Franklin H. Bachman, Allentown, and James D. Bachman, Catasauqua, Pa. Filed March 8, 1907. Serial No. 361,213.

1. A clutch, comprising a casing having an inner contact surface, a plurality of shoes pivotally mounted adjacent said surface and having end portions extending inward radially in respect to the casing, a collar having a plurality of recesses, and a plurality of detachable extensions carried by said shoes at the inner ends thereof and terminating in balls normally mounted within said recesses.

865,948. Combined Luggage Carrier and Stand. William G. Schaeffer, Reading, Pa., assignor, by mesne assignments, to Reading Standard Company, a Corporation of Pennsylvania. Filed April 30, 1906. Serial No. 314,404.

In combination with a bicycle having a mud guard over its rear wheel, a combined luggage carrier and stand comprising members pivoted to the rear axle of the bicycle and on opposite sides of the rear wheel thereof, V-shaped members attached to the first said members, a platform connecting the ends of all of said members together, straps attached to said platform, and a tongue attached to said platform and adapted to engage the bicycle mud guard.

866,631. Sparking Plug for Explosive Engines. William Diebel, Philadelphia, Pa. Filed July 13, 1906. Serial No. 326,010.

In combination, a body having a threaded upper end, the threaded lower portion having a small opening therein, a sparking point extending inwardly from the wall of the lower opening, a shoulder in the body, a heat insulating washer resting on the shoulder, a porcelain insulator fitting to the bore of the body and resting on the washer, said washer and porcelain insulator having coinciding apertures, and said insulation terminating at the washer, a conductor extending through the aperture of the insulator and washer having a sparking point terminating near the sparking point in the wall of the body and a threaded collar in the body to bear on the porcelain insulator.

867,616. Pump. Stephen G. Skinner, Chicago, Ill. Filed March 30, 1905. Serial No. 262,838.

In a pump of the described class, the combination of a base; inner and outer stationary cylinders rigidly connected therewith; a tubular viston rod extending downwardly between the upper ends of the cylinders; a piston on the lower end of said rod having a down-turned cup leather working on the inner surface of the outer cylinder; and a piston on the inner cylinder having an up-turned cup leather working on the inner surface of the tubular piston rod, said piston rod being provided with a valved passage leading to the interior of the rod from below the first mentioned piston, and said inner stationary cylinder being provided with a valved passage leading to the interior of the inner cylinder from above the other piston.



#### DOW'S **BICYCLE LUGGAGE** CARRIER

Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

DOW WIRE AND IRON WORKS, Louisville, Ky.

#### Columbia Bicycle Gas Lamp

The Gas Lamp with a CLEAN RECORD

The only one that can be sold to jobbers and dealers at a reasonable price and profit.



The only bicycle lamp provided wigas valve. Operates the same as your old Barn Lantern. Turns down and ovat once. Lights at once. NO WAITIN IN EITHER CASE. Charge used repertedly until exhausted.

HINE-WATT MFG. CO. CHICAGO, LL. 58-60 Wabash Avenue,

#### BI. AND AUTO. WRENCH S BICYCLE CHAINS BICYCLE D. F. FITTINGS COMBINATION PLIERS

CHARLES E. HALL COMPANY, BUFFALO, W. Y. 108 Broadway. Write for Catalogue and particulars.



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There is nothing that gives more value for the money than the use of the

#### MORSE TWIN CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

> The only chain having Prictionless Rocker Joints. Insist on having the Morse Twin Roller. Fits regular aprockets.

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Volume LVI.

New York, U. S. A., Saturday, November 23, 1907.

No. 9

#### 'FISCO CONDITIONS NOT SO BAD

Merry Says the Street Car Strike Helped
Trade—The Demand for Bicycles
was Largely Increased.

Ac ording to Edwin F. Merry, who handles picycles and accessories at both wholesale and retail in San Francisco, and who for the past two weeks has been in the East renewing and extending his accounts, the cycle trade of that city and vicinity has not felt the ill effects of the protracted street car strike and other labor disturbances to anything like the extent generally supposed in this part of the country.

"You wouldn't think so, if you had seen the number of letters and telegrams I sent during the season to hurry shipments," Merry smilingly responded, when the supposed discomfiture was remarked. "One of our troubles was to get bicycles fast enough and as a matter of fact and from a purely selfish standpoint, I don't think any of the San Francisco dealers would mind if another street car strike occurred to-morrow. The recent car strike proved a good thing for not only bicycles, but motorcycles, automobiles, and nearly everything else that runs on wheels."

While he has ridden motorcycles, Mr. Merry has not handled them in a commercial sense. Before returning home, however, he hoped to secure the agency for one of the little self-propellers.

#### Thieves Pay Gliesman a Visit.

The store of H. A. Gliesman, whose other name is Tiger Cycle Works—address 782 Eighth avenue, New York—was robbed one night this week and after matching opinions with the uniformed gumshoers to whom the theft was reported, Gliesman, with the scent of a real Hawkshaw, considers unmistakable the evidence that the robbery was committed by some one very much interested in motorcycles. There are three

shelves in his show window, one of which held incandescent lighting materials, another skates, and the third horns, ammeters and other motorcycle sundries. It was only the third shelf that was touched by the thief, and it was swept clean.

#### Aurora to Market Motorcycles.

The Aurora Automatic Machinery Co., Aurora, Ill., which heretofore has restricted itself to the manufacture and sale of Thor motors and components to motorcycle manufacturers, finally has decided to enter the market with complete motorcycles and to build up an agency system of its own. Several different models will be marketed but the Thor motors will continue to be supplied to such other manufacturers as may desire to use them.

. While it was known that this departure was under consideration earlier in the year, it was supposed that it had been foregone and for this reason the decision coming at this time will prove in the nature of a considerable surprise.

#### Heath Returns to Motorcycles.

S. F. Heath has secured the New England agency for the Theim motor bicycle and shortly will open an establishment in Boston. Meanwhile he will travel the South and the Pacific Coast States in the interests of the Theim Mfg. Co. Heath is no stranger to motorcycles. Several years ago he had to do with the sales departments of first the Wisconsin Wheel Works, which made the Mitchell motorcycles, and later with the E. R. Thomas Motor Co., which then produced the Auto-Bi. During recent years he has been engaged in the automobile business.

#### Lyons Incorporates and Adds a Line.

George V. Lyons, the New York agent for the Wagner motorcycles, has incorporated his business as the G. V. Lyons Motor Co. He has also secured the American agency for the Minerva, a Belgian-made machine, which will be offered in both single and twin cylinder models.

#### DAY'S ILLNESS ENDS SUDDENLY

Death Removes One of the Upbuilders of the Bicycle Industry—His Busy Career and His Personal Worth.

Although but little known to the present generation of cyclists, George H. Day, of Hartford, Conn., whose death occurred at Daytona, Fla., on Thursday last, 21st inst., was a man who played mighty parts in the development and upbuilding of the bicycle industry in America. He was Col. Albert A. Pope's first and chief lieutenant, and Col. Pope never had an abler one. For very many years he was generally considered the "balance wheel" of the Pope Mfg. Co., who served to hold within bounds the impulsiveness and tremendous nervous energy and aggressiveness of the Colonel himself. More than this, Mr. Day enjoyed a distinction that comes to few men. He had engaged in three world-turning industries-those having to do with sewing machines, bicycles and automobiles.

Mr. Day was born in Brooklyn, Conn., April 3, 1851, and removed to Hartford in 1870, where for seven years he was a clerk in an insurance company. In 1877 he became connected with the Weed Sewing Machine Co., of that city, which after a boom period, had fallen on evil times. It was in the following year that Col. Pope became convinced that there was a future for American bicycles. His conviction led him to place a small, but welcome order for them with the Weed company and thus were Pope and Day brought together. Mr. Day soon became imbued with Col. Pope's faith and began urging that the Weed factory be turned from sewing machines to bicycles. He was made secretary of the company in 1879, and by successive stages reached the presidency and general management in 1885. Meanwhile, in the L. A. W. and in club affairs, he played parts in assisting the growth of the cycling movement, which each succeeding year had attained increased strength. In 1890 the Pope Mfg. Co. purchased the Weed stock and thus became possessed of the plant.

Mr. Day was made vice-president of the Pope Mfg. Co. and remained general manager of the factory. He continued in those capacities until the Pope company, in 1899, was merged with the Bicycle Trust, which merger served to squeeze so many other able men out of the industry. During his term of service, however, Mr. Day had seen the industry grow from a tiny acorn to the mighty oak that spread its branches from ocean to ocean and beyond. The names Pope and Columbia had become household words; the Pope plant had become the greatest of Hartford's many industrial establishments, and one of the greatest in the world. It included not merely two immense factories for the building of bicycles, but a tube mill and a tire plant, for the Hartford Rubber Works then was a Pope possession.

George H. Day contributed enormously to this result but, always of a retiring nature, he rarely spoke of the parts he played and never did he seek the limelight. He went far to avoid it, and it was his usual request that his name be not mentioned in print. Another man of his ability and achievements might have had himself placed on a pedestal, but he himself cared nothing for hero worship. He never appeared jealous of other men's glory and made no effort to share it. While retiring by temperament, Mr. Day always was accessible, cordial and considerate to a degree. It often was said of him that he could turn down a man in such fashion that the man would feel himself complimented.

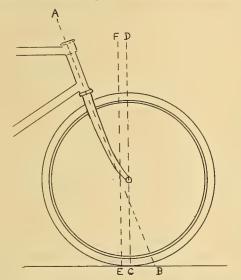
Before Mr. Day parted from the Pope Mfg. Co., the company already had become interested in automobiles, a company for their manufacture being the last link in the Pope chain. Mr. Day's transition from bicycles to automobiles was therefore natural. He became president of the Electric Vehicle Co., of Hartford, in 1900, and three years later by tact and diplomacy, formed and built up around the Selden patent, the Association of Licensed Automobile Manufacturers, of which he became general manager and which is considered in many respects the ideal industrial association. For several years heart trouble had caused him concern, and early this year it forced him to relinquish active business cares. He spent several months in Florida and returned much improved, but recently his health again failed and he was obliged to go South again. While the nature of his ailment made sudden collapse possible at any time, his death, which came without warning, cannot but prove a shock.

Mr. Day married October 13, 1877, Katharine Beach, daughter of J. Watson Beach, who was at that time president of the Weed Sewing Machine Company and a member of Beach & Co. She survives him with five children.

#### WHY FRONT FORKS CURVE FORWARD

The Repairman Explains It as a Matter of Comfort for Riders—The Expert Gives Scientific Reasons.

"What has always puzzled me about bicycle construction," said the amateur in the group that were discussing the features of the 1908 models, "is why the front forks are curved forward instead of backward. Everybody knows how hard it is, for instance, to make a furniture caster run with the wheel ahead of the shank, because the natural inclination of the thing is for the forks to turn back and trail the wheel, and I should think it would be the same with the front forks of a bicycle. To see anybody riding a bicycle with 'hands off' when the front forks are curved forward as they are on most bicycles is to me a wonder that seems to defy all the laws of mechan-



ics and while I know it is a trick comparatively easy to do, I cannot understand how it is possible."

The question appeared to be a new one to almost every one present and it was some few minutes before Jim, the repairman, felt himself called upon to explain the phenomenon.

"I've never thought much about, it," said he, "but the curved forks make a prettier looking machine than a bicycle with a caster in front, and by curving the front forks forward you can put in a bigger front wheel than you could if the forks were straight or curved back. You will see on any ordinary diamond frame bicycle that the front wheel comes very close to the frame, and that if it were moved back any, it would strike. The fork crown on a bicycle is no higher than the top of the tire on the front wheel, either, so if you moved the wheel back so that its center was under the fork crown, you would have to raise the fork crown quite a bit and shorten the head to do it. For racing machines where the riders follow pace the forks are often made straight or curved back a little, and by using a small front wheel the rider is brought up closer to his pace and gets the benefit of it as he could not do if he were on a regular bicycle with full size front wheel and forward curved forks. I don't quite see myself why it is that a bicycle will keep so steady even when the forks are curved out quite a lot."

The explanation, while illuminating in a way, by no means satisfied the amateur, and when later opportunity permitted him to get in contact with a bicycle designer he again ventured his inquiry as to the whys and wherefores of front fork curving. The designer smiled, and taking out pencil and paper, drew a sketch, like that shown in the accompanying illustration.

"Very few people ever think to inquire about that feature of a bicycle," he said, "and most of those who do give any thought to it are at first struck with the same impression that you had, about the front wheel being wrongly mounted from a mechanical standpoint. But as a matter of fact the front wheel of a bicycle is a true caster in spite of the fact that the forks curve forward. I will show why that is so. If we take the line AB through the head and down the fork sides it represents the turning axis for the forks, and the point B is considerably in advance of the point C, which is the point at which the front wheel touches the ground. Therefore the contact of the wheel with the ground is back of the turning axis of the forks, which is just the effect you get on any caster wheel. The distance that the wheel's point of contact with the ground is back of the turning axis is represented by the distance between B and C, and may be varied according to the degree of curving in the forks. With straight forks the line CD would be moved back to EF and the swivel drag would be the distance EB. If the forks were curved backward the distance would be even greater, but rather than increase it the manufacturers lessen it by moving the line CD even further forward than it is shown in the sketch. This is to make the steering easier, a desirable feature on the average bicycle. On some bicycles the points B and C are made almost to coincide, though C is always placed at least a little bit back of B. So you see that although the projection of the front forks of a bicycle makes it look like a reversed caster wheel, the effect is that of a true caster because of the angle of the axis of turning. A simple experiment to prove this is to push a bicycle forward by the saddle without touching the handle bars, and if it be given a fair start and pushed rather fast it will run along without trouble. But to reverse the process and try to run a bicycle backward without holding the handle bars is to see the latter come swinging around into violent collision with the top bar of the frame, because the front wheel touches the ground in front of the turning axis."

#### **CONVERTIBLE QUALITY OF ENERGY**

Transformations that Develop It into Power

—The Effect of Temperature Range
on Efficiency.

Some little confusion frequently results from the use of the word energy in technical articles, because it is at times used in place of work, power, and other expressions carrying the idea of force. While the distinction at first appears to be merely a matter of words, yet in order to comprehend clearly many things connected with the theory of action of mechanical devices, it is very important that a clear idea be obtained of what energy really is.

Probably the clearest idea of it is obtained from the statement that it is the cause underlying all such phenomena as light, heat, and all forms of actual and visible motion. But further than this, it is necessary to understand that in whatever form it is exhibited, the energy is constant, and does not cease with the action which can be traced with the eye.

That is to say, energy is applied when two sticks are rubbed together, but it does not disappear when the rubbing ceases. Instead it takes the form of heat, produced by the friction of contact. The heat, thus evolved-which is another form of the same energy-is radiated into the air, and raises its temperature very, very slightly, this increase in temperature, producing other effects, too minute to be discerned, but nevertheless as certain in their existence as the original force applied to the two sticks which were rubbed together. In other words, while the applications of energy may vary, energy itself is absolutely constant, and always reappears in some new form, when it disappears in another.

The aboriginal method of lighting a fire, was to rub two sticks together until sufficient heat was generated to set them ablaze. Heat was generated in this way, but its generation was due to the transformation of the energy of the heathen fire-builder, into the heat of the fire. The heat of the fire so kindled, was, in turn, derived from the combustion of the fuel, which, in other words, was the converison of the latent, or hidden energy stored up in the growing plants from the sun, which is recognized as the only original source of all energy. The combustion of the fuel, however, instead of putting an end to the stored-up energy in the fuel, merely transformed it into heat, and into the chemical energy of the ashes. These forms of energy, again were transformed into chemical energy in the cooked food of the savages, into latent energy in new plants nourished from the ashes, and so on. Nothing was lost of the energy originally existant.

This principle is known as the conservation of energy, it is as undying as the hills, and upon it are founded all theories relating to the sciences. By means of the various transformations of energy, it is possible to trace the development of power, which is energy in action, from any given

#### The "Stand-up" Motor Bicycle.

England, the home of the water cooled tri-car, the bi-car, and several other near-automobile constructions which mask under the name of cycles of one sort or another, now advances with still another offering to be placed on the shrine of the eccentric. It is a "stand-up" motor bicycle, which holds out to the rider about the same promise of comfort in use as was afforded by the motor skates which an inventive



Frenchman produced a year or two ago. As the picture shows, the Max motorcycle is built in general accord with general motorcycle practice, except that the wheels are very small, and that a triangular instead of a diamond frame is used. This design is adopted because of the absence of a seat, which the maker evidently deems a superfluity. Two broad foot boards take the place of pedals, and the rider stands upon them, steadying himself and at the same time guiding and controlling the machine by means of the bars.

The motor, which is vertical and is built into the frame, is a 2½ horse ower Triumph, belted to the rear wheel and controlled entirely from the handle bars. The rider's feet are but three inches from the ground when he is in motion, and the foot boards are so contrived that they may be turned down to form a stand when desired. The complete vehicle weighs 80 pounds, and is said to be capable of making speeds ranging from 3 to 15 miles an hour without endangering the life of the rider. The inventor is Claude Johnson, and the machine is built at Charlton, Kent, by Messrs. Johnson and Phillips.

source, and further to find what becomes of the visible energy or work so derived.

Thus, by an involved and complex process, ages long, a certain amount of energy was stored in petroleum, and is retained in the product known as gasolene, after it has

been refined. Mingled with air in a fine spray and vaporized, this fuel is injected into the cylinder of an engine, and is there burned. The burning constitutes a transformation of the latent energy of the fuel, into the potential energy of heat. Heat is consequently given off from the motor by radiation from the cylinder, and through the exhaust.

But not all the heat derived from the fuel is afterward discoverable in the form of heat. In fact, all that is so found is considered as waste. The remainder has been converted into work. It goes to turn the flywheel, to drive the belt or chain, to turn the driving wheel of the motorcycle, and to create motion in the machine.

Again, not all the work evolved in the cylinder, reaches the rear wheel. Some of it is lost in overcoming friction. That is to say, it is converted back into heat, and is dissipated—but not lost—in the air. The greater part of it is employed in overcoming the rolling friction of the wheels, in opening a path for the machine through the air, and in overcoming the inertia of the machine and its rider.

It has been proved that the economy or efficiency of a heat engine depends upon the difference between the maximum and minimum temperatures attained within its working element or in the case of the gas engine, is cylinder. The lower temperature is the result of expanding the gas after its combustion. The higher results from the combustion of the gas, but also depends upon the compression which takes place before ignition. Hence the better the mixture and the higher the compression, and the lower the temperature and pressure of the exhaust, the more efficient is the engine, or the greater its power in proportion to its size and the amount of fuel consumed.

The amount of energy developed in the form of heat is the same whenever a certain weight of fuel is consumed. The efficiency of the motor, merely is an expression for the proportion of that energy which is converted into motion at the fly wheel. Energy is constant. Every process of transformation of energy, however, involves a certain dissipation into forms which are not directly useable. That is to say, for every horsepower of work produced by the motor, more than the equivalent of one horsepower of energy must be put into the motor. The difference—the power lost, in other words, is the price paid for the transformation.

The expression of efficiency, then, denotes simply the cost of the power produced, in terms of the energy subjected to the transformation. A motor having a thermal efficiency of 20 per cent. loses 80 per cent. of the possible power which might be developed were it a perfect motor. The loss is only relative, however, nothing is lost to the universe, but the 80 per cent. of hearenergy spoken of as lost, is so termed be cause it cannot be used in turning over the crank shaft, or pulling the machine up a hill,

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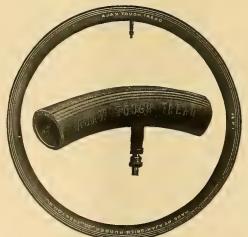
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##Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, NOVEMBER 23, 1907.

"Enclosed is my check for \$2 for another year of the Bicycling World. I would feel rather lost without it, as I have been an almost constant reader of the publication for the last 20 years, which is 'going some.'"—Colie Bell, Pomona, Cal.

#### Concerning "Special" Motorcycles.

Probably because it is so young, there is a too general disposition to make mountains out of molehills so far as motorcycle sport is concerned, and to fail to profit by the lessons taught so many years ago by the bicycle itself. Thus, every once in so often, a cry goes up against the use of what are termed "special machines." The cry is loudest whenever such machines are ridden by men connected with the trade, but it is loud enough even when they are ridden by others, that is, provided they win. There never is objection to them, or any outcry, when they lose, which proves conclusively that the offensiveness of such machines is not in their so-called "special" character, whatever it may be, but in their

The time has arrived when there is need

for some cool reasoning on the subject and when this is brought to bear, it simply must be admitted that the chief object of every competitor in every contest is fairly to achieve victory and that the surest means to that end is to have himself and whatever implement he may employ at concert pitch. If the implement fulfills the requirements of the rules, there can be no valid objection to it. If an event in an open event, it must be exactly what it professes to be-open to all without distinction-and any man who does not believe himself or his implement equal to entering such competition should stay out of it, or if he competes, he should accept defeat as befits a sportsman, i. e., with good grace.

There is just as much reason for the use of racing motorcycles as for racing bicycles. If any cyclist held to the contrary and cried out because he possessed only a 30-pound roadster, while others were using racers of about half that weight, equipped with racing tires, he would be laughed at by even the motorcyclists who inveigh against a corresponding state of affairs in their own sport.

Any rule that would seek to crush the fastest man, the fastest horse or the fastest machine, would be hooted out of court, so to speak. A man has every right to employ every honorable means to win and there is nothing dishonorable in possessing or seeking to possess the fastest horse or the fastest machine. The only fair and sportsmanlike way to crush him is to develop a faster horse or a faster machine. There is no decent way in which he can be barred from open competition.

If his victories dishearten his rivals and promoters tire of them, the solution is with the latter. It is within their province to frame restricted events, but the restrictions must apply to all alike. It is easily possible to outline events for given types of machines or for men not connected with the trade, and at this time such events should be encouraged, and they will be encouraged by the far seeing promoter. But where open events are carded and in which a free field and no favor is truly the rule, it is only the "hard loser" who will howl because of defeat. In passing, we may remark that it is our observation that most of the howling is done by or is inspired by men in the trade; likewise it is fair to remark that we have known or heard of few private owners who in contemplation of a race have not sought to borrow faster machines than they possessed, or to have their own mounts so "tuned" that their speed shall be increased.

As the supply of racing motorcycles is not yet sufficiently large to permit of close competition, the Bicycling World long ago suggested as the best means to attain that end the creation of class races for say machines which have not mile records of say 1:10, 1:20, 1:30, and so forth. Classes of the sort will go far to equalize matters and as all motors are numbered, to require that such numbers be inserted in entry blanks soon will allow of a known and tabulated classification of all machines; meanwhile entrants might be required to certify to the public records of machines which they may desire to employ and as, under F. A. M. rules, falsification of an entry blank rightly is a serious offense, any falsehood in this respect would entail a deserved heavy penaltv.

If clubs and other promoters do not use their wits and bring such methods to bear -if, when promoting events for private owners, they are so lax as not to stipulate that such men shall ride their own machines and to require that the latter shall have been owned for a sufficient period to prevent subterfuge, the fault is with the club or the promoter. The man with a racing or "special" machine, can compete only in events to which he is eligible and his eligibility is determined by the conditions laid down in the entry blank. If he complies with such conditions, he has every right to win and the man who denies it or cries out because of such victories, merely gives evidence of a trait that does not comport with true sportsmanship.

In the realm of sport, the racing motorcycle has a place as secure and as rightful as the racing bicycle, the spiked running shoe, the racing skate, or the thoroughbred horse.

#### Not a Matter of Nationality.

Chiefly in one respect does the communication of Mr. Earle L. Ovington, published in another column, add enlightenment to the controversy which he inaugurated. It gives a specific clue to the identity of the motor bicycle which he had in mind when he wrote down American motorcycles as being two years behind those of foreign manufacture. But whether it, or any other four-cylinder motor bicycle, with or without shaft drive, will prove the type of the future, is a matter which only the test of time will demonstrate. It may be remarked however, that there are many competent en-

gineers who maintain that the six-cylinder motor is the ideal engine, but one man's prophecy is as good as another's, and whether it proves anything to compare two wheeled vehicles of the bicycle type with those of the heavy four wheeled carriage pattern is a question that is as wide open.

It is not our purpose to quibble over phrases of speech. Since Mr. Ovington did not discover at the Madison Square Garden Show American motorcycles that are "every whit" as good as those produced in Europe, we are content to let it go at that. Without intending offense, we may say, however, that the chief obstacle to profitable discussion is that Mr. Ovington has constituted himself both judge and jury. He accepts only such facts as he chooses to accept, and interprets the law only as he would have it interpreted. Having accepted certain foreign standards as the only true standards, he holds them to be correct simply because he considers not to be "real motorcycle authorities" all other judges and jurymen who may have disputed his contentions. Because two of the American manufacturers at the recent New York show displayed new models which employed truss frames, with the fuel tanks disposed between the truss and the top tubes, and with the motors secured in vertical positions, he would have us believe that they are imitating the foreign practice.

Unfortunately for such argument, there were at least five other American makers who previously had employed exactly that form of construction, in three instances, for at least four years before. It would be as fair to say that the other Americans or the foreign designers or engineers had imitated this American design, but of course Mr. Ovington, despite his patriotism, will not see it that way. Similarly, he makes quantity and not time the measure of experience in seeking to give the foreigners the benefit of the ripest experience. He makes much of the magneto and undoubtedly an everlasting battery is more desirable than one of variable life, but there are worse forms of ignition than dry cells-sloppy accumulators, for instance-but why, as an offset, is it not reasonable to compare the American leverless control with the European's collection of operating levers? Granted, that abroad they do make cylinder castings that require no machining, there is no evidence that American machined cylinders are in any wise inferior in actual use. It merely is a detail which, with the lower price of material and labor, serves to swell the foreign manufacturer's balance sheet and enables him to overcome the 45 per cent duty and permit his American agents to pay Broadway rentals. It does not make his machines perform the better. We have seen American motorcycles fresh from the factory started with the first kick at the pedals, but there was nothing said that was designed even to imply that foreign machines are not as well tested and assembled as to give the same result. As we then said, any motorcycle manufacturer, whether at home or abroad, who would skimp in his assembling and testing departments and "rush his product on the market," courts disaster and will reap it.

We do not attempt to say that there are not some most excellent motor bicycles produced abroad. The fact speaks for itself. But we do say that there are some equally excellent ones made in America and that fact speaks as loudly. What has a foreign creation done that has not been as well done by an American production? The position of a tank or of an engine, or the design of a frame does not necessarily measure the quality of a motor bicycle. The bicycle itself confounded the engineers. It proved itself by the most convincing of all tests-the test of time on the road-and under that test the American motor bicycle requires no apology. It has proved itself second to none in the world. If, however, frame design and engine position are all important, we need but cite the foreign opinion, first hand, of the representative of one of the greatest motorcycle factories in all Europe, which recently was published in the Bicycling World, which was to the effect that the motor bicycle which now is "looking up" over there and which has promise of proving the machine of the future, is one that has neither a truss frame nor a vertical engine. However, the controversy has gone far enough. We have permitted Mr. Ovington unlimited space to state the foreign view. On our part we simply have sought to reflect American opinion, and to defend the American product from unmerited disparagement. The discussion ends here and now. Our columns are closed to it.

While it is perfectly true that fork crowns do, not now manifest the weaknesses they used to do in earlier days of the bicycle, it should be borne in mind that they are subjected to tremendous strains, and that they may be sufficiently strong to endure for some little time after being severely

#### COMING EVENTS

November 28, New York City—Tiger Wheelmen's 25 miles Pelham Parkway bicycle handicap on Pelham cycle path; open.

November 26, 27 and 28, Chicago, Ill.—Chicago Motorcycle Club's three days' reliability run.

November 28, New York City—New York Motorcycle's Club's gymkhana games; closed.

November 28, Pawtucket, R. I.—Providence Motorcycle Club's hill climbing contest; open.

November 28, Baltimore, Md.—Maryland Motor Association's track meet; open.

November 30-December 7, Chicago, Ill.—Chicago automobile and motorcycle show.

December 4, Chicago, Ill.—Cycle Manufacturers Association meeting.

December 9-14, New York City, N. Y.— Fifteenth annual international six days' professional bicycle race at Madison Square Garden.

strained, and even cracked. The rider should therefore make it a point to inspect the crown whenever the erratic running of the wheel appears to indicate something wrong with the steering. Ample warning of such trouble is usually given, and the temptation to ignore it never should be yielded to.

Many all-winter bicyclists ride with overcoats on, and a word of caution in regard to so doing is not out of place in view of several accidents that have occurred from this cause. Cases have been reported where riders have suffered serious falls as a result of their overcoats becoming entangled in the rear wheel. It therefore behooves the overcoat wearer to exercise caution in mounting and to so arrange the skirts of the coat as to keep them from slipping down as otherwise both a torn coat and a scratched epidermis are likely to result.

He who carries a whish broom on a club run, is a philanthropist of no mean character. Moreover he is a benefactor to that portion of the human race which regards all motorcyclists as untidy and smelling of gasolene.

"The editors of the Bicycling World and Motorcycle Review certainly are giving us a better magazine than ever has been published in respect to cycling and motorcycling; each issue seems better than the one before."—T. W. Houchin, San Francisco.

#### CORRESPONDENCE

#### Takes Issue with Ovington.

Editor of the Bicycling World:

In last week's issue of the Bicycling World, your correspondence column contained a letter from Mr. Ovington, of the Ovington Motor Co., giving his opinion of, and criticizing the American motorcycles as compared with those of foreign manufacture. He states that we should copy or follow the ideas of foreign manufacturers as incorporated in their machines.

He also says, that foreign makers almost universally agree that the engine should be set vertically and as far forward as possible, and also that it should not be made part of the motorcycle frame; the machine should be fitted with efficient spring forks, and not an excuse for them. And, lastly, that the machine should be constructed with the double horizontal bar, with the tank for gasolene and oil securely placed between them, and the purchaser ought to be allowed the choice of magneto ignition as an extra, if he so desires.

But let us turn to another view of the subject. In the first place, why should we follow the ideas of foreigners, if we have reason to believe that our ideas are equal to those of the makers across the pond? And then, I am sure, that to convince a rider of the superiority of one machine over another, it will not be sufficient to simply say this ought to be so and so; or that this is wrong, but some sort of reason must be given. If the good virtues of the vertical engine set forward in the frame and the faults of a motor that is set at an angle nearer the rear wheels and built in the frame, were given, perhaps there would be reason for consideration of Mr. Ovington's argument.

Then again, are there not American machines that have at least some of these so-called good features? Take, for instance, the Curtiss 3 horsepower single cylinder; the tank is built between the horizontal bars of the construction, the engine is set vertical and surely as far forward as that of the Light, and magneto ignition will be furnished as an extra.

But leaving the ideas of the manufacturer aside, perhaps Mr. Ovington can explain why it is that, no matter what foreign machines are entered in a contest, if there are any Indians there, they almost always come out 1, 2, 3. You say it's because there are so many of that particular make, and possible only one or two of foreign make: How about Mr. Hastings's doings in England, when he received a first class certificate, and also a gold medal for the best appearance, in the 6 days endurance contest of the A. C. A.? He was all alone with his American machine and there were, I have no doubt, plenty of each make of the foreign machines entered. It took Mr. Hastings seven minutes to replace an exhaust valve, as timed by one of the officials. Is this all done on wind? Have Indians, for instance, all the "luck?"

Ovington says a foreign pacing machine would ride rings around American machines. But how about Glen H. Curtiss's two cylinder 5 horsepower motorcycle which showed the way to a 14 horsepower foreign racer at Ormond Beach?

M. C. WALTERS, New York.

#### Ovington Returns to the Attack.

Editor of the Bicycling World:

I have just read your editorial in the November 16th issue of the Bicycling World commenting upon my letter published in the same issue. As you have made some statements which I cannot allow to stand unnoticed, I trust that you will give this letter the same prominence that you did my former communication.

In your second paragraph you state "Within the last month his opinion that American motorcycles are two years behind the foreign creations has appeared in print." I still stick to this statement absolutely. Any one will acknowledge that the four cylinder, shaft driven, magneto ignited automobile is superior to the single or double cylinder machine. I still hold that the four cylinder, shaft driven, magneto ignited motorcycle is the ideal motorcycle. I have seen nothing since I made that statement that has made me in any way alter my opinion. I agree that I have criticized harshly American motorcycles, and the fact that no real motorcycle authority has risen up to refute my statement comes pretty near proving that they are correct.

Further on you state that at the Madison Square Show I discovered that there were American made motorcycles "every whit as good as those made abroad." I made no such statement whatever. Any one who will refer to my communication will see that I simply said I did not look for such a general improvement in American motorcycles as I saw at the Garden Show. I gave the American manufacturers the credit they deserve by stating that they had made greater strides towards perfection in their models for 1908 than they had made in all the previous years of the existence of the industry. There is a big difference between this statement and one wherein I own that the American motorcycles are now "every whit" as good as the foreign ones. The very fact that the best American motorcycles of 1908 practically make use of the principles of design of the foreign machines proves my statement. Last year no American motorcycle was fitted with a magneto, and over one year ago I came out strongly in favor of this type of ignition. Practically all of the American manufacturers this year will give a magneto as an option. Vertical engine, spring forks, tank between two horizontal bars and other main points of design, such as exhibited in the 1908 American machine, are imitated from our friends across the water. These essentials of design have been standard there for years. This is practically the first year that American manufacturers have copied foreign ideas, and the principal reason why they have done this is because foreign machines have come right into this country, and handicapped with a duty of 45 per cent. have forced them to sit up and take notice. Some of the American manufacturers went so far as to imitate foreign methods so closely as to cause comment by those who viewed their products at the show, and who were acquainted with the foreign article. Understand, I do not blame American manufacturers for copying foreign machines, as I have always held that the thing for them to do was to drop their pride and acknowledge that the long experience of foreign manufacturers had evolved certain standards of design which have stood the test of time. I do not think that any motorcycle authority who was acquainted with American and foreign designs could have walked down Motorcycle Row in the Garden Automobile Show without acknowledging that some of the best features of the new 1908 American models were taken almost directly from foreign motorcycles.

Further on you state that the foreigners have not the advantage of longer experience as I have contended, and that most of them were fooling with motor tricycles long after America had "plumped" for motor bicycles. It is a matter of fact, that no one will dispute, that abroad motorcycling is a well established game, while here it is practically in its infancy. There have been far more motorcycles manufactured in the comparatively small area comprising England, France, Belgium and Germany, than in the enormous area represented by the United States of America. This is fact and is not open to controversy.

Later on you take up the matter of material and workmanship in the foreign machines as compared with that in the American. I will answer this by a few brief statements. Show me a single motorcycle cylinder on an American machine that in any way compares with the magnificent casting which you will find on several of the foreign motorcycles. The representative of the concern who makes the castings for most of the American machines came down to my booth and I showed him our foreign cylinder castings and he acknowledged that they could not make castings like that in this country, but said that they, hoped to be able to at no very distant date. It is a fact that most American cylinders are put into lathes and the outside fins or cooling flanges turned off. Foreigners take their castings right, out of the sand and even then they have a finished appearance that cannot be equalled by any American cylinder. Further on you state "Europe has no monopoly on the best materials or the best workmen." I reply by saying that the materials in Europe are far cheaper than in America, and foreign labor is so much cheaper that there is absolutely no

comparison. Furthermore, abroad they make a thing carefully and make it to last. In America everything is rush and hurry, the principal idea being to get something out and get it sold. This is too well known to bear discussion.

You state that "Probably foreign manufacturers have an advantage in the cheapness of labor, but the net results of it shows rather in the balance sheet than in the completed product." I do not agree with this as on account of the cheapness and excellence of the labor we are enabled to pay a large rent on Broadway and still do a big business in competition with American machines, handicapped as we are with the 45 per cent. duty.

You do not seem to be aware of the fact when you make the statement with regard to automatic machinery, that the enormous factory in Belgium that makes the F. N. motorcycle employs more automatic machinery in the manufacture of motorcycles than all the manufacturers in America put together. I agree that some of this machinery is of American design, but most of it is made right there in Belgium. The F. N. company receive the raw material and even make their own lathes, drill presses, planers, etc. They have one enormous plant in which they do nothing but make tools which are used throughout their works in their various manufacturing pursuits.

Later on you make a statement which would give one the opinion that foreign manufacturers economize in their assembling and testing department. If you had been to the F. N. factory and seen the magnificent chemical and physical laboratory which is kept in constant operation making tests, and had seen the very careful method that is used to test everything that goes out of the factory, you could not make that statement. We are so sure of this here in America that when a customer comes in to purchase a machine, we wait until he is ready to take it out before we try it here in America. We put gasolene and oil in it and advise him that it has never been started on this side of the water, yet we tell him before we do it that it will start with the first push of the pedals. I made this statement regarding the first F. N. four cylinder motorcycle that was sold in New York, and I made the test in the shop of a prominent motorcycle man here in this city. I can get his testimony, as well as the testimony of several witnesses, that the machine started with the first push of the pedals. I could hardly imagine a more perfect testing or assembling department than that employed by the manufacturers of the F. N. machine, and I have no doubt that the other manufacturers of foreign machines have equipments just as good.

I am an American through and through, but I make this assertion: If the American motorcycle manufacturers allow foreign machines to come into this country and compete with them and allow these machines to gain steady headway handicapped as they are with 45 per cent, duty, they de-

serve to either wake up, or else be beaten. I have too much faith in American pluck and perseverance to think that they will lay down their arms and calmly see the foreigner take the field. The very fact that they made such a showing at the recent Garden show proves that it will not be very long before they will be giving the foreign manufacturers a pretty hard tussle in the motorcycling game. But I firmly maintain that that time has not yet come and I do not expect to see it inside of a year or two.

EARLE L. OVINGTON.

#### Wants Racing Riders Classified.

Editor of the Bicycling World:

I wish to say that I find your valued paper one of the very best and cleanest in circulation to-day, without the knocks here and there such as one finds in other publications. I would suggest, however, that in accounts of races and endurance runs it would be proper to mention the kind of machines used, whether special or stock, and to classify the trade riders from the private owners, to do justice to those members of clubs who have not the chance to have their machines constantly put in shape just for such events. I find here in Chicago that few of the club members enter races of late just because they have no show against trade riders, and in time it is going to hurt the good feeling.

E. L. HESS, Chicago, Ill.

#### Official Definition of Amateurism.

At the annual meeting of the Amateur Athletic Union in New York on Monday last, 18th inst., R. F. Kelsey and R. G. Betts were elected members of the board of governors, Kelsey as the representative of the National Cycling Association and Betts as the representative of the Federation of American Motorcyclists.

As the result of a point of information raised by the F. A. M. delegate, the A. A. U. also passed a resolution instructing its registration committees to refuse registration as amateurs to all automobilists who may compete or who may have competed for cash or against professionals. Owing to the unusual character of the amateur rule of the American Automobile Association, with which the F. A. M. is allied also, and to the strict and far reaching definition of the A. A. U., the motorcycle body has been placed in a peculiar position, which was explained at the A. A. U. meeting. The A. A. U., like practically every other sports governing body in the world, stamps as professionals all men who compete for cash or against professionals, while the American Automobile Association permits such competitors to pass as amateurs; under the automobile rules, the only men who are professionals are those who earn their livings as chauffeurs, and such men as may, when hired to do so, drive a car in competition, although the A. A. A. further recognize as professionals all those who have been so declared by other governing bodies.

As the resolution of the Amateur Athletic Union in effect declares the cash-chasing automobilists and all others who compete in "mixed" events to be professionals, the result will prove far reaching. It even may reach across the sea and affect the standing of Americans who may compete abroad in automobile or motorcycle events, in which the remarkable automobile definition of amateurism also prevails.

#### Swift Pedaller Didn't Fear Fists.

Although this yarn had whiskers when Charley Vanden Born was a boy, Les Sports a French sporting newspaper, regales it in a new dress, as follows: Vanden Born, having occasion to leave his racing bicycle unattended pinned to the saddle a note to this effect: "This machine belongs to an athlete who can with one blow of his fist fell an ox. I will be back in one minute." When he returned he found his mount missing, but the paper was still there, with the addition: "This note is left by a racing cyclist who can ride a hundred kilometres in the hour. I shall not be back."

The Maryland Motor 'Association has carded two motorcycle events for its track meet in Baltimore on Thanksgiving day—a two miles novice and a five miles open. The events have been sanctioned by the F. A. M.

#### The Host Escaped Responsibility.

That jovial English character, the innkeeper, does not always lead the happy, care-free life that is depicted in the comic operas, but in addition to the usual run of human troubles gets into some difficulties peculiar to his business. A bicyclist upon reaching the Red Lion, an inn, at Barnes, England, handed his machine over to a man in the yard whom he thought was employed by the innkeeper. When he wanted to resume his travels the bicycle was not forthcoming and he was told that another person had claimed to be the owner of it and taken it away.

The cyclist sued the innkeeper for the value of the machine, and ye host was put to some expense and trouble to establish the fact that the man to whom the bicycle was entrusted was not in his employ. Had the man been in the employ of the proprietor, though he were the most untrustworthy and lowly underling, the English law would have held the innkeeper responsible to the value of the stolen bicycle together with such damages as ingenious lawyers could invent. The lesson that the cyclist learned was that it is the safest plan to see the proprietor himself in giving a machine over for temporary safekeeping.

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.

#### EARLY NAMED FOR PRESIDENT

Nominations Made for Officers of the C. R. C. of A.—Neither Armstrong nor Grupe on the Ticket,

Harry Early, of Bayonne, N. J., at present treasurer of the Century Road Club of America, undoubtedly will be the next president of that organization. He has been slated for that office by the nominating committee, which rendered its report this week, and nominations usually are equivalent to election. A. G. Armstrong, of New York City, the present incumbent, will step down and out. Since Armstrong assumed the presidency of the Americas he has played hob with its affairs, and is said to have defied the constitution in going so far as to pledge the national body's help in an outlaw movement which, needless to relate, failed ignominiously. The peace of the organization was considerably disturbed thereby, but it is believed that Early's election will entirely restore harmony and undo the harm that has been done.

The election will be decided, as customary, by a mail vote, and the ballots will be counted on December 6th. Fred E. Mommer, New York City, who has served acceptably as secretary is up for re-election, and F. F. Watres is due for another term as first vice-president. Early's elevation from treasurer to president will create a vacancy in the former office, and Fred I. Perreault, formerly centurion of the Massachusetts division, has been selected to fill the void. John Bailie, New York City, is a candidate for second vice-president.

All the nominees in the different State divisions are new men. Fred E. Mommer, who was appointed to fill the unexpired term of Harold Grupe, resigned, centurion of New York, has been formally named for the office, while Potter S. Rodgers, Brooklyn, is slated to succeed Ernest Grupe, secretary-treasurer of the same division. Grupe, it will be remembered, was irregularly "fired" by President Armstrong, but contested the suspension on a technicality, and was reinstated. As to whether the charges against Grupe for neglect of official duties were well grounded, it is certain that the forthcoming election will serve to remove him from office.

Emil Leuly, Hoboken, is named to succeed Arthur Kinlock, the suspended centurion of the New Jersey division—who, by the way, was never notified and did not know of his suspension—and Joe Noe of Jersey City, will take Ben Evesson's place as secretary-treasurer. Perreault's nomination as national treasurer will give the office of centurion to Albert D. Rice, of Winthrop. Rice has just completed his 200th century and is No. 13 in the membership roll. On account of vacancies caused by death and other causes, the Massachusetts veteran is the second in senority of mem-

bership in the organization. The nominations are:

National.

President—Harry Early, Bayonne, N. J. First vice-president—F. F. Watres, Chicago.

Second vice-president—John Bailie, New York City.

Secretary—Fred E. Mommer, New York City.

Treasurer-Fred I. Perreault, Malden, Mass

New York State.

Centurion—Fred E. Mommer, New York City.

Secretary-treasurer—Potter S. Rodgers, Brooklyn.

New Jersey State. Centurion—Emil Leuly, Hoboken. Secretary-treasurer—Joe Noe, Jersey City.

Massachusetts State, Centurion—Albert D. Rice, Winthrop.

#### Curtain Raiser for Six Day Race.

Entry blanks were issued this week for the annual curtain raiser for the six day race, set for Saturday night, December 7th. While it has not been definitely decided, the feature is expected to be a match race between Jacquelin, of France; American Champion Kramer, Iver Lawson, and Thorwald Ellegaard, of Denmark, all of whom have been engaged for special match races. Ellegaard, Jacquelin and Lawson have had the distinction of winning the world's professional sprint championship, and Kramer needs no publicity, so a good match should result. The race may be run in heats, with an American in each, and the final with two men in it. Walthour will meet Darragon, champion pace follower of the world, in a ten mile paced race, and the six day professionals will have a chance in a ten mile open which has \$200 to be divided. The amateurs will compete in the quarter mile national championship, the first to be run this year, and a mile handicap.

#### Gymkhana Stunts for Motorcycles.

The New York Motorcycle Club, that, is, those of its members who are friskily inclined, will cut capers on the Pelham Parkway cycle path on Thanksgiving morning, 28th inst., when the club's annual gmykhana games will be held. Enough events have been provided for the most agile, acrobatic and ravenous motorcyclist to assure interesting sport. The card includes the following events: Egg and spoon race, ring spearing contest, potato laying contest, carrying glass of water on the handlebar, 100 yards dash, and 100 yards slow race, the greatest difference in time to count; special event for machines equipped with stands, a biscuit eating contest, and a novelty race that will be so in every sense of the word. After riding 100 yards the contestants will be required to pick up a wrench, disconnect the spark plug, pedal 25 yards and return, replace the plugs, ride to the finish and stop exactly on the tape, or be penalized one second for every foot the tape is overreached.

#### DE MARA WINS A CHAMPIONSHIP

Then Charge of Professionalism Shuts Him
Out of Other Events—McWhirter Captures Five-Mile Race.

San Francisco, Nov. 11.-For no other reason in the world than that Walter De-Mara is the fastest amateur bicycle rider west of the Rockies, and, to employ a street term, "has it on" a bunch of would be champions in this section of the country, the latter class of toddlers got mad at the championship meet held at the Golden Gate Park stadium yesterday afternoon, "hollered," and said they wouldn't play any more if that Walter De Mara was allowed to ride. The charge against De Mara was professionalism, and the amusing part was that the accusation was not made until after De Mara had demonstrated in no uncertain fashion that he could ride rings around the rest of the bunch, by winning the half mile championship without half trying. The result was that De Mara did not ride in any of the other events except the three-mile handicap, and on account of the squabble the race for the Stockton trophy, in which De Mara was entered, was not run.

McWhirter, of the New Century Wheelmen, won a hollow victory in the five-mile championship, sleighriding all the way, and then calling on McTighe to help him out at the finish. The pair jumped and Halstead went out alone, but failed by a hair's breadth to nip McWhirter before the finish. In the three-mile handicap, little Leo Thomas, on 260 yards, distinguished himself by tagging the limit men in the first half mile, and going it all alone for four miles. He was caught at 4½ miles and was beaten by only half a wheel by Halstead, after putting up one of the gamest rides seen on the coast in many a day. Bassett accounted for the mile championship in easy fashion. The summaries:

Half mile championship—Won by Walter De Mara, B. C. W.; second, P. Lawrence, B. C. W.; third, C. Nelson, O. W.; fourth, M. Doyle, C. C. W.; fifth, L. Thomas, G. C. W. Time, 1:144/5.

One mile championship.—Won by A. Bassett, O. W.; second, M. Doyle, C. C. W.; third, McGrath, N. C. W. Time, 2:03. Five mile championship—Won by McWhirter, N. C. W.; second, A. Halstead, B. C. W.; third, Edward Carroll, O. W. Time, 14:131/6.

Three mile handicap—Won by A. Halstead, B. C. W. (40); second, Leo Thomas, G. C. W. (260); third, A. Bassett, B. C. W. (60); fourth, A. Diver, N. C. W. (40). Time, 8:23\%.

"Enclosed find \$2, for which please renew my subscription for the Bicycling World and Motorcycle Review. I can't afford to miss even one issue of it."—Ed. H. Wood, Darien, Wis.

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in the **Racycle** and its crank construction is shown in the fac-simile of the bond certificate on the opposite page.

If you take the agency for the **Racycle** you will receive a full size copy of this bond, hand-somely framed, to display to your customers as proof positive that we stand squarely back of **our** claims for

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No other bicycle manufacturer in the World can make and substantiate the claims we can, for their product and we back our claims with our money.

Think what this means to Racycle Agents!

Think what an advantage Racycle Agents have over their competitors!

This \$10,000.00 offer is only a part of the tremendous advertising campaign that we will carry on throughout the entire season of 1908 and our agents will receive a greater amount of help than has ever before been given to any bicycle dealer.

Do you want the agency? If so, write today, for we are appointing agents every day and tomorrow may be too late.





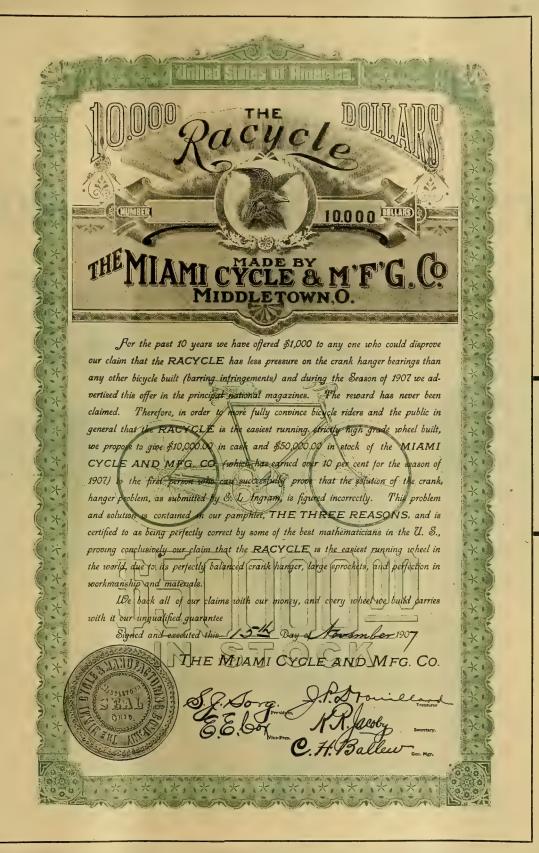
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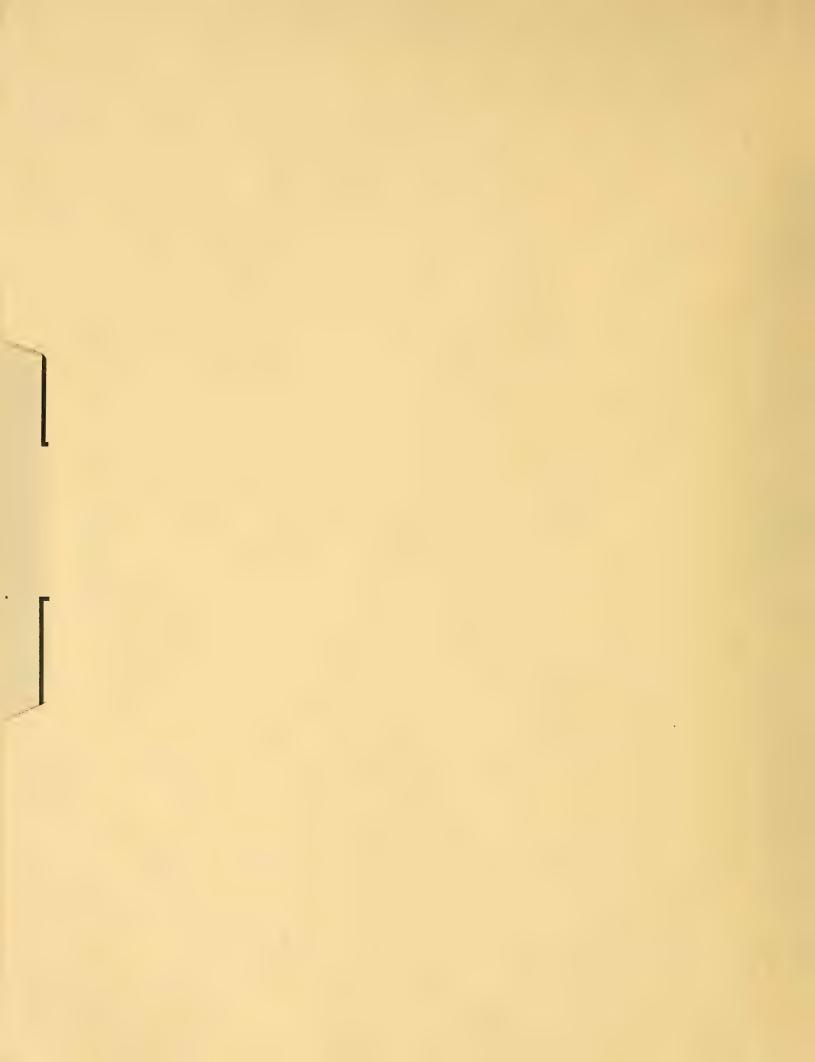


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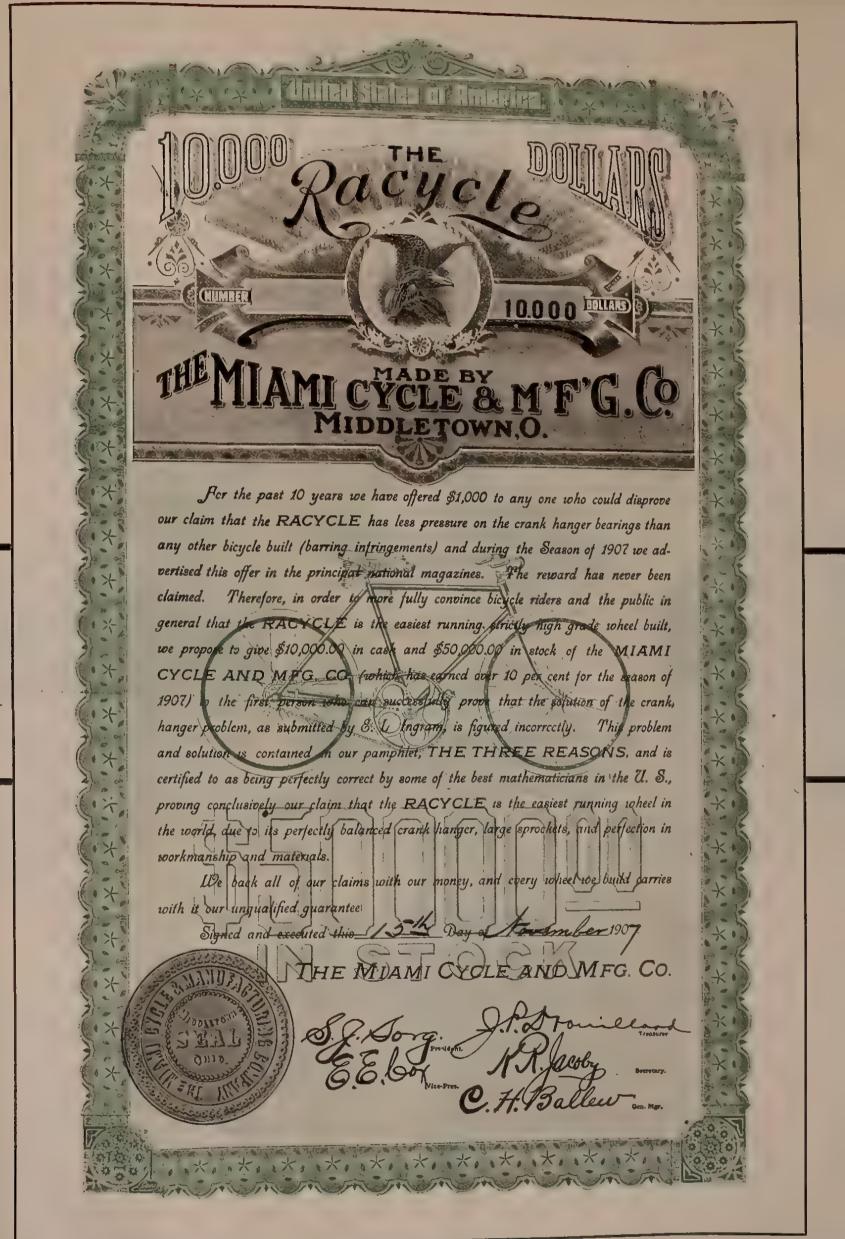
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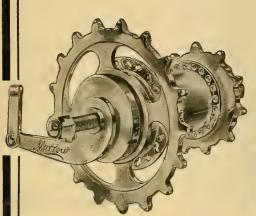
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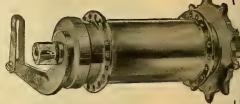
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#### KREBS FIRST IN BOSTON GRIND

He Jumps to the Front in Final Sprint of Six Day Race-Four Teams Bunched at Finish.

#### Final Score.

1	F. Krebs—H. MacLean	1,147	1
2	J. Fogler—J. F. Moran	1,147	1
3	E. F. Root-W. A. Bardgett	1,147	1
4	W. L. Mitten-Pat Keegan	1,147	1
5	H. K. Downing-N. C. Hopper.	1,157	0
6	C. A. Sherwood—Carl Limberg.	1,147	0
7	A. N. Anderson—G. Wiley	1,147	0
8	A. W. Holbrook—F. Galvin	1,147	0
9	F. Wyatt—D. Connolly	1,146	8
10	A. Bizzari-Ben Hill	1,136	. 5

There was great rejoicing on Springfield avenue, Newark, New Jersey, U. S. A., on Sunday last. The reason: A telegram from



FLOYD KREBS

Boston, received early that morning contained these magic words: "I win Floyd."

It is little wonder then that Franz Krebs, himself a former six day rider, hurried on his clothes and ran out to tell the neighbors that Floyd, his brother Floyd, had won the final sprint of the ten hour six day bicycle race that finished in Boston, 11 p. m., Saturday, the 16th inst. That was the explanation of the magic words. Floyd Krebs, winner of the New York six day race of 1902, with the late George Leander as partner, had added another victory to his credit, and in the winning of the Boston race the "Flying Dutchman" twisted all dope sheets awry, caused cold shivers to run down the backs of a big bunch of "sports" that had banked their cash on Root's winning the sprint, and clinched an engagement for the New York grind that he may not have gotten otherwise. There is not much to tell about the final mile. Krebs simply out generaled the other three riders tied for the finish. He used his head

as well as his legs. He played them their own game and beat them at it. The Newark German won the race fairly, squarely, honestly, and with nobody to thank but himself, except, of course, his partner, Mac



JOE FOGLER

Lean, who helped him plug the week out. When the score was posted at 11 p. m. Friday, 15th inst., the four leading teams-Root-Bardgett, Fogler-Moran, Krebs-Mac-Lean, and Mitten-Keegan-had covered 956 miles 5 laps. Downing and Hopper, Ander-



JAMES F. MORAN

son and Wiley, Sherwood and Limberg, and Galvin and Holbrook were one lap behind. A word of explanation is necessary here. In a wild sprint that occurred early Thursday evening, Limberg and Holbrook were

supposed to have lost one lap each, and the score was posted that way. Later it was found out that the scorers had made a mistake and that the teams of Sherwood and Limberg and Galvin and Holbrook had not lost a lap, but were even with the leaders. The mistake occurred in scoring because a rider who wore a sweater of exactly the his partner, by mistake picked up another rider who more a sweater of exactly the same color. On Friday, however, these two teams along with two other pairs did lose a lap, which made them tied in the second division. The mistake in scoring was rectified after all the riders agreed that Limberg and Holbrook had not lost a lap on Thursday.

There was no change on Saturday in the position of the teams. At 10.45 that night



HUGH MACLEAN

the riders were called off the track and Root, Fogler, Krebs and Mitten came out to decide the position of the teams in a final sprint. Root was the favorite, with Fogler a close rival. Krebs and Mitten were not even considered. When the pistol was fired the men were allowed two laps to get into position, and then the final ten laps began. It was apparent on the first lap that the final would be on the French style, that, is, slow until the last two laps, and then a wild dash for the tape. At the end of the first lap Fogler was leading with Krebs second, Root third on the outside, and Mitten sandwiched in on the pole. On the next lap Root went to the front, and this position was maintained for several laps. With 31/2 laps to go Fogler and Krebs both tried to pass Root, but the New Yorker stood them off.

Entering the stretch at the end of the eighth lap Krebs made his supreme effort. A flash of something black shot alongside Fogler, then beside Root, and just beyond

the tape Krebs had a clear length and drove down on the pole. Without letup he sprinted for all there was in him. On the backstretch Fogler passed Root and started after the Flying Dutchman. At the bell Krebs had a clear length on Fogler and little Mitten was giving Root a battle from behind. Root made a mighty effort on the last lap. He pushed his wheel up to Fogler's pedal, who gave one final gasp and reached Kreb's pedal, but that was as far as they got, the finish gun finding Krebs winner by a half length. Fogler was easily second, but there was some doubt about third place. Root was on the outside and little Mitten came through on the pole with a burst of speed that brought him up even. The judges gave it to Root by less than six inches, but many believed it was a dead heat, while some others thought Mitten had an eyelash the better of it.

With the first four positions decided, Downing, Anderson, Sherwood and Holbrook lined up for the mile to settle fifth, sixth, seventh and eighth positions. Holbrook set an easy pace for six laps, when Downing moved up and won easily from Sherwood, with Anderson third. It is reported that Anderson will team with Iver Lawson in the New York race. The big Dane has plenty of speed, but lacks generalship. Everybody expected to see him win the sprint, but Downing and Sherwood took his measure. Both finishes were clean cut and the monstrous crowd acted insanely crazy as in all six day races.

The race was a paying venture for the promoters and the riders did not go hungry. On Saturday it was evident that the building could not accommodate the crowd expected at the finish, so the promoters doubled the price of admission, but even this did not have the effect of diminishing the attendance. At 9 o'clock, two hours before the finish, the box office stopped selling tickets, as the Park Square building was then packed to the bursting point, which meant that nearly 10,000 persons had passed through the doors. The actual receipts have not been made public as yet, but the riders divided up about \$2,600 exclusive of bonuses and expense money allotted to each team during the week.

The score of the leaders at the end of each day was: Monday (10 hours) 193 miles 3 laps; Tuesday (20 hours), 383 miles; Wednesday (30 hours), 572 miles 3 laps; Thursday (40 hours), 768 miles; Friday (50 hours), 956 miles 6 laps; Saturday (60 hours), 1,147 miles 1 lap.

A paragraphic resume of the race up to and including Friday, the fifth day, detailed at length in last week's Bicycling World, shows that Giuseppi Fallandi, who came to America from Italy with the intention of riding in the New York six day race, got tired after riding three hours and withdrew when John Mahan, a professional trainer, volunteered to ride with Bizzari, to fill the vacancy caused by Fallani's withdrawal. Albert Treible, who was teamed with Hill, also thought six day racing not to his

liking and quit in the 17th hour, leaving Hill without a partner. Mahan quit at the end of the 20th hour, on Tuesday, when Hill and Bizzari formed a new team, continuing until the finish. Each time a new team was formed it had to lose one lap, according to the rule, but Bizzari and Hill lost many miles besides. Wyatt and Connolly lost one lap on Tuesday. Krebs and MacLean, Fogler and Moran, Root and Bardgett and Mitten and Keegan gained a lap on the finish on Friday, holding the advantage gained until the finish on Saturday night.

In the Boston six day race Floyd Krebs, the winner, rode an Iver Johnson. Kreb's team mate, MacLean, rode a Columbia, as did Hopper, Mitten, Holbrook and Hill. Pierces were used by Moran, Bardgett, Root and Downing. A trio who pedaled Hudsons was Wiley, Wyatt and Connolly. Sherwood and Limberg rode Yales, and Frank Galvin straddled a Reading Standard. Keegan pushed his time-worn Thistle, and Anderson, the big Dane, rode a Fix, a foreign machine. Nearly all the riders used 96-inch gear.

#### Bright Promise for Pelham Handicap.

If no hitch in the arrangements already made occurs between now and Thanksgiving day, the 25 miles Pelham Parkway Bicycle Handicap, on the calendar for that morning, will be the most important race held in New York City in several years, not only from the standpoint of value on the prizes to be given but for the reason that it will be the first municipally sanctioned bicycle race held on the public highways within the city limits in some time. It will likely prove an "eye-opener" to New York. The Tiger Wheelmen of New York, who are promoting the event, have concluded all preliminary arrangements and entries are now being received in every mail. Not to mention the local cracks, the list already includes the names of Fred McCarthy, the Canadian champion and J. D. Hanna, of Tampa, Fla.

The race will be held at 10 o'clock a. m., and the course will be the famous Pelham Parkway, in the Bronx, easily reached by trolley, subway, elevated, or steam railway. It will be run over the cycle paths on the parkway one and one-half miles in length, thereby making eight laps to 25 miles. Park Commissioner Berry has done more than grant official sanction for the use of the cycle paths-he has offered to grade the paths where needed, fill in the gutter, at both ends of the path on either side so the riders can make the turns easily and without danger, and also has promised to bank the lower end at the Pelham bridge so the riders can rush the turn at full speed. Inspector McCluskey, of the Bronx precinct, also has interested himself in the race to the extent of promising to detail a squad of policemen to the parkway on Thanksgiving day to police the race course and guard the riders from being crowded into by spectators. The start and finish will be at the beginning of Pelham Parkway, although the finish will be two blocks nearer the enrtance. The final sprint will be made on a cinder straight with a slight down grade, which should develop an exciting climax.

. The course is easily reached by subway to the end of the Lenox avenue line, or by the Third avenue elevated to 177th street, and transferring to a westbound Williamsbridge car, which runs directly past the course. Pelham station on the N. Y., N. H. & H. R. R. is about a mile from the start of the race.

A Curtiss motorcycle, valued at \$200, is offered for the winner, a Racycle racer as second place prize, and a Racycle roadster for third. The first time prize will be a diamond ring having an actual value of \$60, while a Pierce racer will be given for second best time. These are in addition to about twenty-five other prizes.

#### De Mara Continues His Winning Streak.

San Francisco, Cal. Nov. 13.-Walter De Mara continued his winnig streak at the second meet on the new saucer track last night; in the presence of a large crowd of enthusiasts. The stocky youngster out-generaled and outrode all the other riders in the two faces he entered, winning the mile handicap from scratch in 2:1045, and the mile club race in 2:344/5. Lawrence was the runner up in the handicap, and Schou in the club race. De Mara may shortly turn professional as the management of the track has offered him a flattering sum to ride in a series of match races against Emil Agraz and C. L. Hollister. A lot of Agraz's friends have said they will stake some real money on the result and De Mara has enough backers to cover any amount they put up so the outcome will be watched with interest. Diver gave Long a severe drubbing in their mile match, and George Wagner overhauled seven men in the unlimited pursuit, riding 33/5 miles. The summaries:

One mile match—Won by Diver, N. C. W.; second, Long, B. C. W. Time, 2:12.

One mile handicap—Won by De Mara, B. C. W.; second, Lawrence, B. C. W.; third, Schiller, B. C. W. Time, 2:101/5.

One mile club race—Won by De Mara, B C. W.; second, Schou, G. C. W.; third, Black, O. W. Time, 2:341/4.

Unlimited pursuit—Won by Wagner, B. C. W. Time, 7:593/6. Distance, 33/6 miles.

Three mile handicap—Won by Lawrence, B. C.W.; second, Thomas, G. C. W.; third, Halstead, B. C. W. Time, 11:553/5.

#### Otto and Hardy to Meet at the Ball.

At the masque ball of the West Harlem Wheelmen which occurs November 27th, at Huber's Casino, New York, Hardy Jackson, of the International Cycling Association of New York City and Africa, is due to meet Otto Brandes, whom the notice says is "champion hometrainer rider of America." They are to ride a five miles match race on the rollers. It is not believed that they will wear masks.

#### Adjustment of Controlling Mechanism.

Controlling mechanism of the Bowden wire pattern, while it is designed to "cut around corners" without its efficiency being materially impaired, always works to best advantage when run as nearly straight as possible, it should be remembered. Generally speaking, the maker looks out for a proper adjustment in the first place, and if the parts are left as originally placed, there is little likelihood of trouble, unless, of course, dirt is permitted to get into the protecting tube. Where the rider has a mind for "improvements" of his own, or where the addition of some new fitting or accessory makes it necessary to alter the position of the connecting tube and wire at any point, however, care should be taken not to create any sharp bends in it, or to permit it to be jammed in any way, as in that case considerable friction will be set up, making the device hard to operate, while there will be a very strong tendency to breakage of the wire, sooner or later.

#### Steam for Flushing Purposes,

For the purpose of cleaning lubricator cups, pumps, and the piping leading to the crank case, the most convenient and at the same time suitable agent is gasolene, which not only dissolves any hardened particles of old lubricant, but flows with sufficient freedom to carry them through and away from the surfaces which they tend to obstruct. Where it is available, however, an even better fluid is steam, which, to the dissolving quality of the gasolene, adds heat and pressure. It is particularly suitable for clearing out feed pipes which are clogged, and leaves them perfectly clean and sweet. Whenever it has been used for this purpose care should be taken to flush out the pipe with gasolene before putting them in use again, in order to get rid of any water which may have condensed and adhered to the walls, since, if left, it might tend to cause rust when forced through to the bearings by the fresh lubricant.

#### For Protecting the Valve Gear.

A neat and inexpensive method of protecting the moving parts of the exhaust or inlet valve gear, when it is of the type worked from below, is to fit over the stem, spring and lifter, a couple of short lengths of thin tubing, telescoped tightly together, and cut away at one side through the middle section. The two tubes may be placed together and slipped over the valve stem and spring before the cylinder is bolted down, and should be of such a length as to reach from the lower side of the valve chamber to the crank case. When turned so that the openings cut in their sides register, sufficient room will be obtained to remove the cotter holding the spring to the stem, while when one of them is turned half way around, the opening will be completely closed and the parts thoroughly protected from dust and dirt.

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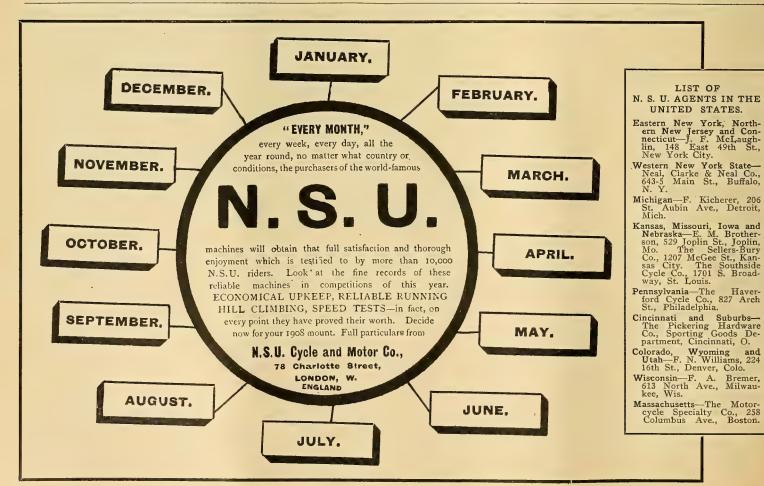
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#### **DOUBTS CAST ON RHODES'S RECORD**

His New York to Boston Time Fails of Verification—Peculiar Features of His Ride Revealed.

Although William E. Rhodes, of Roxbury, Mass., was supposed to have broken the long standing bicycle record of 23 hours 32 minutes between New York City and Boston, on July 13th, by completing the journey in 23 hours 8 minutes, it now appears that Rhodes was so tired when he reached Worcester that he took the train there to Boston. Evidence to that end has been collected by the Century Road Club of America, to whom Rhodes applied for a certificate. In view of the apparently indisputable testimony the claim for a record will not, of course, be allowed.

At the time the record was claimed Fred I. Perreault, of Malden, Mass., questioned the performance and lodged a protest against its acceptance by the Century Road Club of America, and since that time officials of the organization have left no stone unturned to get at the bottom of the matter, as it was suggested that there were several peculiar features about the Roxbury cyclist's performance.

Rhodes left the New York City hall at 2 a. m., July 13th, and was paced by an automobile driven by Lewis P. Soulier of Yonkers, and L. S. Kallajian, of Boston, whose bicycle Rhodes was mounted upon. Two nickel plated folding bicycles, one fitted with double handle bars, were used, the spare one being carried in the tonneau of the automobile. When the investigation began, inquiry brought out the fact that the automobile had been left at Worcester, Mass. When questioned on this point, Kallajian stated that Soulier, the driver, was a young man of 20 years, and when the car reached Worcester, he was so worn out that he could not continue. Kallajian, in a letter to Secretary Mommer, of the C. R. C. of A., states that he (Kallajian) then mounted a bicycle and paced Rhodes from Worcester to Boston.

The signatures on the blanks that Rhodes carried were then looked up and all were found to be bona fide from New York to Worcester, excepting one at Stamford, about which there was some doubt. The signature at that place resembled a cross between Greek and Chinese, and a verification of the signature could not be secured. At Worcester the signature was all right but at Marlboro, reached at 11:40 p. m., July 13th, according to the blanks, no "D. Gendron" could be located.

This led the investigators to direct their attention to the trains from Worcester to Boston, as they were convinced that Rhodes had taken the train from there to Boston. The baggage agent at the Worcester station of the Boston & Albany Railroad

stated that he had checked two bicycles from Worcester on the night in question and the conductor of a late train is said to have noticed the two men answering to the description of Kallajian and Rhodes. Following up this clue the baggage agent at Boston was sought and there the evidence wanted was found. The baggageman found a receipt showing that on July 13th two nickel plated bicycles, one with a double handle bar, were received off "Train 14" from Worcester, with tags numbered "35427" and "35428" attached thereto. The receipt was signed by "L. S. Kallajian," whose name was written on the back of the baggage checks. The baggage man's record of the receipt and the checks are now held by the Century Road Club of America.

#### Grupe Brothers Lead Century Riders.

Since the beginning of the year, that is until November 1st, 364 centuries have been ridden by the one-hundred mile pluggers of the Century Club of America, and the mileage in that time amounts to 59,920. As a matter of comparison it is interesting to note that century riding has decreased since last year, for at this time last year the number of centuries ridden in the same relative time was 528. In the other hand the mileage remains about the same, four miles more having been ridden this year as compared with the corresponding period last year. Ernest G. Grupe and his brother Harold, respectively, head the century riders in the national competition.

The order of the other riders is: 3, J. W. Hedden, Brooklyn; 4, Joe Noe, Jersey City; 5, F. I. Perreault, Malden, Mass.; 6, W. L. Cummings, Brooklyn; 7, Fred E. Mommer, New York City; 8, A. D. Rice, Winthrop, Mass.; 9, Andrew Clausen, Chicago; 10, A. H. Seeley, New York City; 11, Fred H. Peterson, Newark, N. J.; 12, F. S. Floyd, Winthrop, Mass.; 13, Henry Kest, New York City; 14, Harry B. Hall, Brooklyn; 15, F. J. Blecha, Brooklyn. The leader in the mileage contest is J. W. Hedden, of Brooklyn, with Ernest Grupe, of the same city next. The other riders, in order, follow: Joe Noe, H. E. Grupe, F. I. Perreault, T. W. Davis, Peoria, Ill.; A. H. Seeley, F. H. Peterson, F. E. Mommer, Henry Kest, Nobel O. Parbell, Lake Geneva, Wis.; Henry H. Wheeler, Pomona, Cal.; A. Manzolillo, Hicksville, N. Y., and C. E. Nylander, New York City.

#### Brooklynites Organize a New Club.

Brooklyn has a new bicycle club—the Peerless Cycle Club—which the notice of organization states has been formed to promote bicycle racing. Harold E. Grupe has been elected president and captain, George F. Flore, secretary, and George S. Uniss, treasurer. The chairmen of the various committees are: Racing and press, Ernest Grupe; membership, Philip McFeeley; road records, Santo Benichasa; auditing, Fred Seebinger, and touring, Kenneth Jarvis. The club starts with a membership of thirty.

#### SEELEY SPRUNG A BIG SURPRISE

Winner by Inches in C. R. C. A. Ten-Mile Handicap—Forty Starters, and Twenty Finish in Hair-Raising Sprints.

Alfred H. Seeley, of the Tiger Wheelmen, Roy Wheelmen, Century Road Club of America, Century Road Club Association, and a few more clubs whose names have been forgotten in the excitement attending his victory, won the ten mile handicap road race, promoted by the Long Island division of the Century Road Club Association, at Valley Stream, N. Y., last Sunday, 17th inst. Seelev's win was as much of a surprise as it was clean cut and exciting, as he always has borne a local reputation for bearing a particular aversion to racing, confining his attention to touring and riding centuries, and for this reason when he pushed his wheel across the floured finish line a few inches ahead of E. Schuber in an exciting sprint there was a chorus of genuine surprise.

The race was well worth going to Valley Stream to witness, as the finish was marked by five separate and distinct bunches in that many hair-raising sprints. Forty riders, placed on marks from 4 minutes to scratch, faced the starter and got away without incident. The course was from Valley Stream to Lynbrook, 2½ miles and return, and repeating to make ten miles. Seeley and his fellow riders on the 3:30 mark overhauled the limit men before the first turn was reached. After that Schuber, Schuster and Seeley kept together, although they were joined by Esposito, from the next lower mark.

About an eighth of a mile from the finish Esposito started a sprint that he could not maintain, and when the final spurt came he died. Seeley jumped at the right moment and nipped Schuber by eight inches, who finished the same distance in front of Schuster. Esposito trailed by a half length. Seeley's prize was a Racycle bicycle.

Frank Eifler had no trouble in winning time prize from the other scratch men, ofthough he rode the last two miles on a flat tire. Schlosser was second, J. M. Eifler third, and Charles Nerent fourth. The riding of J. B. Hawkins was one of the surprises. Starting from the one minute mark with Maurice Vanden Dries, the pair rode so hard that the scratch men beat them by less than six seconds for the time prize. Of the large number of riders that started only 20 finished for prizes. A majority of the also rans were put out by punctures, Herman Hink, the speedy butcher boy, going down and out from this cause in the first mile. The summary:

Pos. Rider Club. Hdcp. Time.

1 A. H. Seeley, Tiger W... 3:30 28:50

2 E. Schuber, C.R.C.A... 3:30 28:50

3 J. Schuster, C.R.C.A... 3:30 28:50

4 J. S. Esposito, Brooklyn. 3:00 28:203

5 J. W. Miller, L. I. City 3:30	28:54
6 D. J. McIntyre, Roy W 4:00	29:21
7 R. Hughes, Edgecombe 4:00	29:21 1/5
8 P. Wollenschlager,	22.2173
C. R. C. A 3:30	28:51%
9 W. Fuchs, C.R.C.A 3:30	28:513/
10 Hugo Zeile, C.R.C.A 2:30	28:25
11 W. Lamphear, Brower 2:30	28:251/5
12 N. Kind, Edgecombe 2:30	28:252/
13 I. Backetty, N. Y. City 3:00	28:553/
14 D. Gordon, C.R.C.A 4:00	29:554/
15 E. D. Sheffe, Lakerim A.C. 2:30	28:26
16 P. Ressinico, N. Y. City 3:00	28:561/5
17 C. E. Mohrmann, Bklyn 4:00	29:56%
18 P. Haller, Rockaway 3:30	29:263/
19 J. B. Hawkins, C.R.C.A 1:00	27:13
20 M. Vanden Dries,	
West Harlem W 1:00	27:131/5
Time Prize Winners.	07.07
1 F. W. Eifler, C.R.C.AStch	27:07
2 C. A. Schlosser, LakerimStch	27:071/5
3 J. M. Eifler, C.R.C.AStch	27:07%
4 C. Nerent, Lkrm A. CStch	27:073/5
5 J. B. Hawkins, C.R.C.A 1:00	27:13
***************************************	A. t. a. a.

#### Ceurremans Held for Manslaughter.

Because he steered the pacing machine that ran over and killed Ernest Wolffe, a former well known pacemaker and at the time acting as Guignard's manager, at the fatal meet at Dresden recently, Ceurremans, his been arrested and the German authorities will not accept bail for his release. Ceurremans was locked up on a charge of manslaughter immediately after leaving the hospital, for he was injured in the accident.

Neither the track officials nor independent observers consider Ceurremans to blame. Robl's motor tandem after having rounded the turn rather high up, was thrown inwards by the steep bank, an involuntary movement which brought Robl's back wheel close to the front wheel of Ceurremans's motorcycle. The latter, misled by the wide swing of Robl's machine, thought he could get through on the pole. Ceurremans thus found himself in a critical position and to save Robl, who held to the roller of his tandem and was unconscious of danger, Ceurremans wrenched his motor around into the enclosure, but not without first knocking Robl off his bicycle, the suction pull of the big tandem, coupled with his own high speed, making a collision unavoidable. Wolffe was standing at the side of the track and was not riding a pacing machine as was first stated, so when Ceurremans's machine left the track, Wolffe received the full impact of the monstrous machine, which caused his death almost instantly. Opinion is that Seurremans will go free if the case comes to trial as he was not to blame.

#### Hunter on F. A. M. Competition Commi

On the recommendation of Vive-President Hall, of the Western district, Persident Betts has oppointed Grant W. Hunter, of the Chicago Motorcycle Club, a member of the F. A. M. national competition committee. He succeeds J. A. Turner of the same Mr. Hunter previously served as a vice-president of the F. A. M. and has a reputation of being not only well versed, but well liked.

#### SHANKLIN MADE A ROAD RECORD

Captured Six-Mile Handicap at Baltimore-Stroud a Close Second-Baker Winner of Twelve-Mile Event.

Baltimore houses a rider who is destined to be heard of at no far distant date if he continues to ride as well as he has started -"Plugger Bob" Shanklin, they call him in the Monumental City. Some time ago Shanklin journeyed to Philadelphia and made a creditable showing. Since that time he has been training industriously and last Sunday, 17th inst., had the satisfaction of winning both time prizes in the sanctioned 6 and 12 miles races promoted by the Crescent Bicycle Club, at Baltimore. More than that, Shanklin won the 6 mile race



NEW YORK BRANCH: 214-216 WEST 47TH ST.

from scratch and established a record for the distance, besides defeating W. R. Stroud, John Farber, Thomas Carson and Leon Grogan, a quartet of visiting Philadelphian cracks.

Both races were successful and the close finish between Shanklin and Stroud in the six miles event and between Baker and Reville in the twelve mile race caused several hundred spectators to enthuse. The riders were well repaid for their efforts, there being 21 prizes in both races. The course was the loop formed by Fifth avenue, Weiss avenue and North Point road, with the start and finish at Ramia's. One lap sufficed for the six mile race and two for the other. On account of the recent rains the road was not as smooth as it might have

Shanklin, Stroud and Edward Towson were on the honor mark in the si xmile handicap and the trio overtook the long markers about three miles out. Near the finish Stroud jumped and Shanklin and he fought it out until the tape, the Baltimoreau winning by a few inches, with Farber third and Towson fourth. In the twelve mile event, Thomas W. Baker and Charles Reville, on eight minutes, combined forces to such good purpose that they overhauled the leaders at four miles and led the field at the finish of the first lap. They held this advantage on the second and last lap and in the final effort Baker shook Reville and finished 15 seconds ahead. Shanklin was the first of the scratch men to reach the tape, and he beat Towson, who finished in front of Stroud. The summaries:

#### Six Miles Handicap. 1 R. L. Shanklin, C. B. C....stch 17:01

-	tel tel olidining of tel oli libroit	7, 107
2	W. R. Stroud, Stroud Wstch	17:011/5
3	John Farber, Stroud W 0:30	17:45
	G. E. Towson, C.B.Cstch	17:30
	L. Grogan, N. Penn W 0.30	18:15
	W. H. Martell, C.B.C 1:00	19:00
	T. Carson, N.P.W 1:00	19:15
	W. A. Keese, Baltimore 3:00	21:30
	A. F. Bennett, Laf. W 2:00	21:00
	W. Leonberger, C.B.C 4:00	24:00
11	W. Bush, C.B.C 4:00	25:00
12	F. Welsh, C.B.Cstch	
	Twelve Miles Handicap.	
1	T. W. Baker, C.B.C 8:00	39:15
		39:30
	C. O. Reville, C.B.C 8:00	0
- 3	L. Schlimme, C.B.C10:00	45:00
4	W. Oliver, Baltimore10:00	45:45
	R. L. Shanklin, C.B.Cstch	36:00
	G. E. Towson, C.B.Cstch	36:01
		37:15
-	John Farber, Stroud W 1:00	37,13

#### Route Changed and F. A. M. Ruling Given.

8 W. R. Stroud, Stroud W. . stch 9 H. Brunner, C.B.C . . . . 9:00 10 F. Welsh, C.B.C . . . 3:00 11 W. A. Keese, Baltimore . . 9:00 12 A. Morrison, Baltimore . . 4:00

.. 1:00

46:00

Changes are announced in the running of the open motorcycle reliability run which the Chicago Motorcycle Club is to hold on November 26, 27 and 28. As at first planned the riders were to cover the same routes on the same days as the Chicago Motor Club's automobile reliability run which is to be held on the dates mentioned, but in order to lessen the possibility of accident or collision with the automobiles the managers have decided to run the three out-and-back trips in different sequence from the automobile contestants, so that the motorcycles and the automobiles will not be on the same roads the same day.

The program provides for 200 miles a day, and the itinerary as first planned was Chicago to South Bend, Ind., and return the first day; to Rockford, Ill., and return on Wednesday, the 27th; and to Ottawa and back the third day. This order has now been reversed so that the motorcyclists will not encounter the Chicago Motor Club competitors.

The entry fee for the event is \$25, and the blank is unusual in that it permits a third party-a manufacturer or dealer, for instance-to enter a machine and name its rider. In issuing the sanction for the contest, Chairman Douglas of the F. A. M. Competition Committee, has warned the club that if the point is raised, he will accept such entry blanks as circumstantial evidence of professionalism.



# 1908 INDIANS

will be seen at the

Chicago Motorcycle Show

Nov. 30th-Dec. 7th

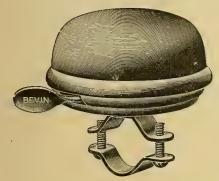
Spaces 122-123

Booklet containing advance information mailed on request.

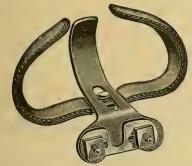
Hendee Mfg. Co. Springfield, Mass.

# SUNDRIES That Sell Wherever Bicycles are Sold

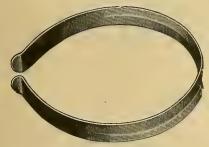
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Bevin Toe Clips



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such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

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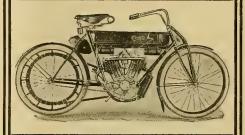
# CURTISS World's Record Motorcycle

For 1908

### 3 H. P. Single Cylinder

Long Wheel Base Large Fuel Capacity Roller Bearing Engine

\$200



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The World's Greatest
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Many Exclusive Features

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### Attachments Furnished

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G. H. Curtiss Mfg. Co. HAMMONDSPORT, N. Y.

#### THREE MAIDS AND THREE LAMPS

How the Combination Served to Delay

Three Men—Enjoyment that Ended

in Exasperation.

How three motorcyclists of a certain, large Connecticut city between New York and Boston, met with three delays that made a short run of 25 miles take many, many more hours than it should, makes a history that if told in full would provide very interesting reading for their friends, but enough of the story may be disclosed to show what may happen on the New York-Boston road and to point a lesson of how by ingenuity it is possible to get out of difficulties.

The trio started on a recent afternoon to make the run to a neighboring city, but they had gone scarcely half the distance when they encountered a stretch of newly scraped but muddy road that gave them trouble in plenty. The mud gathered between the tires and the guards so thickly and packed so tight that they were obliged to stop, and after cleaning it out they could not get started again, because of the slippery, greasy condition of the road surface. In fact, it was so bad that in attempting tostart, their rear wheels would simply spin around and throw the "gumbo" over their machines and themselves. At last they

were obliged to take to a cornfield until they got by the bad stretch, which lasted for half a mile or more. This was delay No. 1.

When they got back on the road again they stopped to clean off some of the superfluous weight of road clay that caked both their machines and their clothes and they were finishing this process when their eyes were gladdened by the sight of three girls, who in appearance were nothing short of beautiful. The girls were not such Connecticut "blue-stockings" but that they could be engaged in conversation, and they showed a pleasing interest in both the motorcycles and their riders. So agreeable did the latter find the society of the damsels that Delay No. 2 lasted until long after dark, and it was with fond reluctance that the three motorcyclists reached its conclu-

Once with faces toward the road again, however, the three determined on haste and set about lighting their lamps for the balance of the night journey. But Delay No. 3 interposed this time. The acetylene headlights refused to be lighted. After considerable fussing and fuming it was discovered that the water in the generators had frozen because of the cold night air. No method of thawing the tanks was found until the bright idea occurred to one of the trio to build a bonfire. Dry twigs and stray papers were gathered and the fuel tanks of the machines tapped for a little gasolene, and

soon a merry fire was blazing, over which the belated ones roasted the water tanks of their lamps until the ice should thaw. The process consumed over an hour, and it was very, very late, indeed, before they finally got to their destination.

As a preparation against further adventures like Delays Nos. 2 and 3, it is said that at least one of the motorcyclists has made up a compound of alcohol and water for his lamp. Now no matter how pretty the girl or how cold the weather he is fairly certain that his headlight will not freeze up and refuse to light when he wishes to resume his journey in the dark hours.

#### Motorcyclists to Climb Stump Hill.

The Providence Motorcycle Club has obtained sanction for a hill climbing contest on Thanksgiving day on Stump hill, which is a tough little mound, one-half mile long, located within the city limits of Pawtucket, which is Providence's near neighbor. There will be four classes: (1) for machines of 20 cubic inches displacement. (2) for 30½ cubic inches or less. (3) for belt-driven motorcycles of three rated horsepower or less, and what is termed a free-for-all, which will be limited to Rhode Island riders. L. F. Baldwin, an automobilist who holds the record on the hill and who does not believe a motorcyclist can surmount the Stump without pedaling, has been invited to referee the contest in order that he may be thoroughly "shown."

# The Motorcycle Section

will form an Important Department of

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To be held under the auspices of the National Association Automobile Manufacturers, Inc.,

At the Coliseum First, and Seventh Regiment Armories

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THE FOLLOWING MANUFACTURERS WILL EXHIBIT:

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Consolidated Mfg. Co.
Armac Motor Co.
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#### Every Man Who Ever Manufactured a Motorcycle

knows only too well that it required more than one month or one year to perfect or evolve a satisfactory product. The same is true of motorcycle saddles; and that is

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will continue to be the equipment of every motorcycle, the maker of which places quality and satisfaction above mere price, and who does not mean to experiment with flimsy and transparent imitations of the Persons at the cost of the rider's comfort.

#### IF YOU DO NOT WISH TO BE EXPERIMENTED WITH, LOOK TO THE SADDLE WHEN YOU SELECT YOUR NEW MACHINE.

If it's a Persons, you are safe; it has been long tried and proven true. If it is the other sort—peace be with you!—you'll need it. It often has been said that the saddle supplies a pretty good index to the quality of a bicycle and to the policy of its maker. That's why you never find a Persons on a cheap machine. Cheapness is obtainable only by "skimping." Think it over!

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## #ALT! \$25.00 Reward

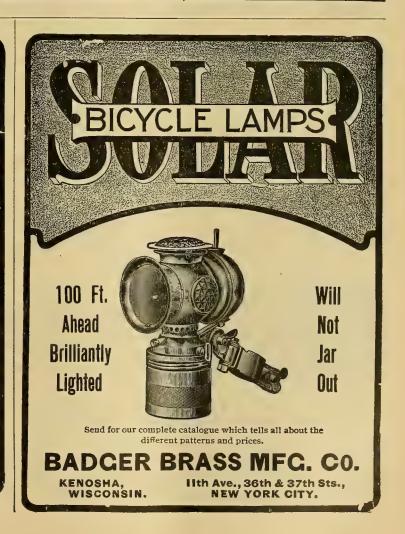


For information about any dealer or repairman using or handling any Compound, Powder, Fluid or Semi-Fluid for the purpose of sealing punctures or leaks in pneumatic tires in violation of our

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Write for conditions under which the above reward will be paid.

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### Reliable at all times Power to Climb Any Hill

Won 10 mile pursuit race and 3 mile race at Crown Point, Md., July 4, 1907, outdistancing all competitors.

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Easily attached to any bicycle or motorcycle. Absorbs all jars, jolts and vibrations. Send for Catalogue.

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for motorcycles, are separable for cleaning. Double Insulating mica, Indestructible. Metric No. 48. Half inch No. 32A. Price, \$1.50. Send for complete circulars.

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Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.

NEW YORK SPORTING GOODS CO. 17 Warren Street, New York.

#### The Week's Patents.

867,668. Motor and Other Cycle. John L. Miller, Paulsboro, N. J. Filed June 12, 1907. Serial No. 378,517.

1. In a cycle, in combination, cranks and pedals, a shaft section for each crank normally connected and means adapted, when one of the pedals is moved backward, to sever said connection.

868,329. Bicycle Propelling Mechanism. Heber C. Corbitt, Ayden, N. C. Filed March 27, 1907. Serial No. 364,894.

1. In bicycle propelling mechanism, a driving hub, a spring barrel mounted loosely thereon, a spiral spring having one end secured to the barrel and the other end secured to the hub, a pawl and ratchet connection between the barrel and hub, a ratchet wheel carried by the barrel, a pair of loop shaped frames encircling the ratchet wheel, a plurality of ratchet wheel engaging pawls carried by one of the frames, loose pivotal connections between the tails of the pawls and the other frame, a vertically movable seat post, and means for operatively connecting the seat post to the pawl tail carrying frame.

868,461. Guard for Bicycles. James B. Lockwood, Riverside, Cal. Filed June 4, 1907. Serial No. 377,168.

1. The combination with a bicycle frame, of a spring actuated drum mounted for rotation on the frame, plates secured to the opposite sides of the fork of the frame, a yoke having spaced legs pivotally mounted for swinging movement on the adjacent plates and movable laterally to operative and inoperative position, a shield forming a connection between the drum and the free end of the yoke, and means carried by the legs of the yoke and adapted to engage the plates for locking the supporting member in operative and inoperative position.

#### "The A B C of Electricity."

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.



#### DOW'S BICYCLE LUGGAGE CARRIER

Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

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Hubs Brakes Motors and Parts

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# HIGH GRADE

wheels must have the best equipments,

There is nothing that gives more value for the money than the use of the

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NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having Frictionless Rocker Joints. Insist on having the Morse Twin Roller. Fits regular sprockets.

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# BI. AND AUTO. WRENCHES BICYCLE CHAINS BICYCLE D. F. FITTINGS COMBINATION PLIERS

CHARLES E. HALL COMPANY,
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Contains real bargains of 1907 Tires, Stripped Wheels, and various sundries. If you have not received one, drop us a postal.

The Sidney B. Roby Co.,

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#### TORPEDOES FOR 1908

 Model B, 2½ H. P.
 \$190

 Model C, 3 H. P.
 225

 Model D, 4 H. P.
 225

Exhibited at Chicago Show.

THE HORNECKER MOTOR MFG. CO. Whiting, Ind.



#### The Sartus Ball Retainer

Brought Out in 1896)

BEST ANTI-FRICTION
THE SARTUS BALL BEARING CO.
99 Chambers Street, New York.

Volume LVI.

New York, U. S. A., Saturday, November 30, 1907.

No. 10

#### **UNMOVED BY WALL STREET STORM**

The Stability of the Cycle Industry Proved by the Recent Upheaval—Johnson Points to Trade's Health,

While the financial world has been unheaved and few industries have escaped sympathetic disturbance, one of the few which have escaped is the bicycle industry. From the best accounts, the tempest in the money markets has caused scarcely a ripple in the bicycle business. While cancellation orders and contraction of outputs nearly all other goods have been the bicycle factories continued in the even tenor of their operations and the dealers have absolutely refused to become frightened at bugaboos created largely by Wall Street legerdemain. The situation was well summed up one day this week by Fred I. Johnson, of Iver Johnson's Arms & Cycle Works, whose position as president of the Cycle Manufacturers Association adds weight to his opinions.

"The health of the industry positively surprises me," he said. "The business is fine and despite the financial flurry we have not only had no cancellation of orders for bicycles, but our November orders actually are larger than those of any previous November; I do not except even the boom years. Of course, I do not suppose that the same volume of purchases will hold good during December and January, but as it is, nothing better serves to demonstrate the health of the business and at a time when so many other industries are seriously disturbed.

"Possibly the system of datings in vogue may have some influence on the situation, but I think it is due more to the fact that the bicycle dealer of to-day has his money in the savings banks and has no sympathy or anything in common with Wall Street or any other center of financial unrest. And so far as datings are concerned," continued

Mr. Johnson, "I think the bicycle agent, generally speaking, has proved himself entitled to that form of credit. There are risks in all businesses, but in the main I have found that it is human nature to be honest. In ten years we have lost less than one-fourth of one per cent."

#### Bicycle Sections for Two Shows.

The Power Boat and Sportsmen's Show of Buffalo which will be held February 3-8,, is organizing a bicycle section, and according to the manager, D. H. Lewis, "practically every concern handling bicycles in Buffalo has either applied for space or is expected to do so." The promoters of motorboat show in Cleveland, which will occur during March, also are "making eyes" at the bicycle and motorcycle dealers of that city.

#### Hornecker to Move to Geneseo.

After January 1st, the Torpedo motor bicycle will be made in Geneseo, Ill., instead of Whiting, Ind., as at present. On or about that date, the Hornecker Motor Mfg. Co., makers of the Torpedo, will remove to Geneseo, where a factory for the occupancy is in course of erection, which will permit of a three-fold increase of the output.

#### Hedstrom Studying at Foreign Shows.

Oscar Hedstrom, of the Hendee Mfg. Co., is now in Europe casting a critical eye over the motorcycles in evidence at the London and Paris motor shows. He left New York almost immediately after the show in Madison Square Garden, but the fact did not become known until this week.

#### C. M. A. Meeting is Declared Off.

The meeting of the Cycle Manufacturers' Association which had been billed to occur in Chicago, on Wednesday, December 4th, has been called off. Some of those whose presence was most desired had let it be known that they would be unable to attend.

#### **MOTORCYCLES AT CHICAGO SHOW**

Thirteen Exhibits to be Uncovered There
To-night—Four of Them Not Seen
at New York Show.

Three late additions to the motorcycle section of the Chicago Automobile Show in the Coliseum, which opens to-night, will make that department constituted of thirteen exhibits, as follows:

Hendee Mfg. Co., Springfield, Mass.—Indian motorcycles.

G. H. Curtiss Mfg. Co., Hammondsport, N. Y.—Curtiss motorcycles.

Light Mfg. & Foundry Co., Pottstown, Pa.—Light motorcycles,

E. L. Hess, Chicago, Ill.—R-S motorcy-

Ovington Motor Co., New York—F. N.

motorcycles.
Excelsior Supply Co., Chicago—Excelsior

motorcycles.
Consolidated Mfg. Co., Toledo, O.—Yale-

California motorcycles.

Merkel Motor Co., Milwaukee, Wis.—

Merkel motorcycles.

Harley-Davidson Motor Co., Milwaukee, Wis.—Harley-Davidson motorcycles. Armac Motor Co., Chicago—Armac mo-

Armac Motor Co., Chicago—Armac motorcycles, Fowler-Manson-Sherman Cycle Co, Chi-

cago—Manson motorcycles.

Aurora Automatic Machinery Co., Aurora, Ill.—Thor motorcycles.

Hornecker Motor Mfg. Co., Whiting, Ind.
—Torpedo motorcycles.

Of the 13 brands represented, all save four—the Armac, Harley-Davidson, Manson and Torpedo—were displayed at the New York show. At the latter function, the Aurora Automatic Machinery Co., who only last week decided to enter the market with complete motorcycles, displayed their Thor motors, carburetters and other components but the Chicago show will mark their debut as motorcycle manufacturers in the full sense of the term.

The Thor machine that will be uncovered employs a truss frame, with a combination fuel tank and battery box secured between the two norizontal tubes. The motor is suspended vertically in a loop in the

diagonal tube, the chain driven 2¼ horsepower motor and the new gear driven 3 horsepower engine being similarly disposed in frames of the same style. The spring fork employed is unlike any other in use, being offset and separate and distinct from the head of the machine, and being secured to the head by four ball bearing hinges or levers. Double grip control is employed, the handle bars themselves being of Vshape.

The Manson, which employs the Thor motor, will be shown with a new and distinctive frame and tank, and forks of its own. The frame is of the truss type, with a combination tank stowed between the two tubes, but instead of resting in a loop in the diagonal tube, the latter is divided and the motor bolted upright in the opening.

The Torpedo will be displayed in three models, two of which are equipped with the Thor 2¼ and 3 horsepower motors, and one with a 4 horsepower Antoine imported engine. Trussed frames and vertical motors will be the rule, and the frames will be of the trussed type. On the two larger Torpedoes, the frame, a double muffier and a combination tank which holds the gasolene, oil, batteries and coil, will be new features.

In the Harley-Davidson no change of design or mechanism will be disclosed. Minor refinement only has been found possible. Under this head comes the use of a two-piece crank hanger; wider and longer mud guards; a tank with rounded corners, larger filling holes and a gasolene gauge, and an improved belt tightening arrangement and spring fork.

#### Composition of the Thor Line.

Five models will constitute the line of complete Thor motorcycles, which, as the Bicycling World reported last week, it is the intention of the Aurora Automatic Machinery Co. to place on the market for the 1908 demand. As designated by the company, the several models will be constituted as follows:

Model 7— $2\frac{1}{4}$  horsepower motor, chain drive.

Model 8 A-3 horsepower motor, gear transmission.

Model 8 B-3 horsepower motor, gear transmission and Thor improved spring fork.

Model 8B-3 horsepower motor, gear transmission, Thor improved spring fork and magneto.

Model 8 D—5 horsepower twin cylinder motor, gear transmission, Thor improved spring fork, and equipped with magneto ignition.

#### R-S Adds a Truss Frame Model.

In addition to their model with the curved brace behind the head, the Reading Standard Co. have brought out a truss frame bicycle of the type generally designated by that term. The truss tube is placed horizontal with the top tube of the frame.

#### SIX CYCLE MOTOR A NEW IDEA

Its Two Extra Strokes Are Designed for Scavenging and Cooling Purposes—

How It Operates.

Considerable interest has been aroused in England recently over the development and trials of a six-cycle motor which, though seemingly partaking of the nature of a freak construction, nevertheless has proved astonishingly efficient, all things considered. In principle, it is merely a four-cycle motor of the common type, to which an additional valve has been added, and the distribution of the gases changed so that after the completion of the exhaust stroke, instead of a succeeding suction stroke, followed by compression, in the usual way, two strokes follow during which a charge of pure air is drawn into the cylinder and afterward expelled.

Thus instead of a four stroke cycle giving an impulse every other turn of the crank shaft, a six-stroke cycle is secured, giving an impulse every third turn. The effect of thoroughly washing out the cylinder with pure air at the end of every power stroke is, however, sufficiently marked to increase the power materially. In fact, despite the increase in the number of idle strokes as compared with those productive of actual power, the motor under test developed nearly as much power in proportion to its weight as the common type of four-cycle motor.

It is well known that many of the shortcomings of the common type of four-cycle motor are due to the dilution of the unburnt gases with a portion of residue left over from the previous explosion. Some effectual method of scavenging the cylinder has been sought on this account, but without avail up to the present time, because all such efforts, however successful, thermally speaking, have involved more or less mechanical complexity which the increased economy has not been sufficient to repay. In connection with these attempts, the proposition of employing an extension of the Otto cycle in the form of a six stroke cycle, the two extra strokes serving merely to induct and expel pure air, has been broached more than once.

On this account, an unusual amount of interest attaches to the experiments in question, which were carried out by Professor Burstall at the University of Birmingham. The motor, which was designed by Arthur Rollaston, had its inlet valve located in the cylinder head, the exhaust being in a pocket at one side of the combustion chamber, with the scavenging valve directly above it permitting the draught of air to play directly over the exhaust valve during the scavenging strokes. The machine tested was of the three-cylinder type, with cylinders measuring 5 by 534 inches. It developed 17.1 indicated horsepower, and

14.1 brake horsepower at 800 revolutions per minute.

Further results of the test showed a fuel consumption of 0.66 pounds per horsepower hour referred to brake horsepower, and a thermal efficiency of 20.5 per cent., on the same basis, the mechanical efficiency being 82.5 per cent. Corresponding tests on an automobile motor of standard type made by Professor Hopkinson, of Cambridge University last winter, developed a fuel consumption per brake horsepower hour of 0.75 pounds, a thermal efficiency referred to brake output of 19.3 per cent., and a mechanical efficiency of 86 per cent., these figures representing the results of good current practice in motors of this type.

Despite its high efficiency, which is only another word for economy, the uneven turning effort of such a motor must evidently militate very strongly against it in actual service, so that its use may be supposed to be short lived. Nevertheless it is worthy of careful study as being capable of establishing standards of performance which may be considered as more nearly ideal than any which are possible with the ordinary motor because of the necessary impurity of the charge caused by the constant remainder left in the cylinder after each explosion, and as giving a demonstration of the further power that may be expected of two-cycle and fourcycle motors with proper scavenging.

#### Where Cycle Importation is Increasing.

While its imports of cycles and cycle parts have increased from \$1,231,600 to \$1,266,000 in the nine months ending with September, France's exports have not served to preserve the balance of the trade. During that period its foreign shipments have fallen from \$960,400 to \$861,400.

Belgium's imports for the same period also show an even more substantial growth. having risen from \$264,545 to \$495,420. The Belgian exports, never very large, are undergoing further shrinkage. For the first nine months of this year they totaled but \$101,410 as against \$167,530 during the cor responding period of 1906.

#### Cyclometer that Can't be Injured.

Although it appears not to be generally known, the New Departure Mfg. Co., Bristol, Conn., is producing a cyclometer which the makers believe is "just the thing" for not only bicycles, but for motorcycles as well. The fact that it is secured to the front hub inside the spokes, where it cannot be knocked off or damaged by a fall, constitutes a feature which Sales Manager Page of the New Departure Mfg. Co. now is making the most of in the effort to popularize the instrument for motorcycle use.

#### Reliance May Move to Owego.

It is possible that the Reliance Motorcycle Co., shortly will remove from Elmira to Owego, N. Y. They now are negotiating with the Business Men's Association of the latter city with that end in view.

#### PROBLEMS OF THE INLET VALVE

Relative Advantages of the Automatic and the Mechanically Operated Systems—

The Points of Difference.

With the increasing use of the mechanically operated inlet valve, the old question of the relative advantages of the two systems naturally comes up for discussion. The automatic valve is mounted on most of the motorcycle engines in use, as well as on a majority of those numbered among the models of 1908. It is simpler, mechanically speaking, than the other type, cheaper to build and to repair if it goes wrong, involves the use of less mechanism, generally speaking, and affords satisfaction in actual service. The mechanically actuated type, on the other hand, is held up as being more advanced in principle, and despite its extra mechanism, of being more certain of action and capable of increasing the power of the motor. What then, is the distinction between them so far as the actual performance of the motor is concerned, and how, if at all, is the extra mechanism of the mechanical valve paid for in regular use?

Coming first to the performance of the older and more familiar type, it will at once appear than its performance depends entirely upon spring action. In other words, it is plain to see that the instant at which it opens, and the instant at which it closes depend solely on the strength of the spring. Hence any variation in this tension must affect the action of the valve. An element of more or less uncertainty is thus introduced at the very beginning. Moreover, when the action of the motor is considered in detail, it is evident that the piston must move along its stroke sufficiently to produce a slight vacuum in the cylinder before the pressure of the gas on the outside of the valve becomes sufficient to open it and admit the charge. This in effect, produces a certain amount of "lag" between the piston movement and the movement of the gas; which also is repeated at the other end of the intake stroke. For at that point, it is necessary for the piston to have ceased its motion and the influx of gas to the cylinder to have nearly stopped before the valve can close.

If the retaining spring be weak, the effect will be to secure a very early opening, sometimes so early, in fact that the exhaust valve is still open, the immediate result being the ignition of the live gas in the intake pipe, producing back-firing in the carburetter. Similarly, with a weak spring, the valve lag at the end of the piston stroke becomes so great that a portion of the gas is blown back into the intake pipe, the valve actually being closed by its outflow quite as much as by the pressure of the spring. Too strong a spring, on the other hand, tends to produce the same evil result in reducing the amount of gas compressed, owing to the

lag at the beginning of the suction stroke, as well as owing to early closing. Thus either too weak or two strong a spring tends to reduce the volume of gas compressed.

With the ideal spring tension, the valve lag is reduced to a minimum, and the valve opens as soon as the suction stroke actually commences, and closes before compression begins. Evidently, the determination of the best tension for the spring is a delicate matter, the known tendency of springs to lose their temper under certain conditions, as well as to weaken with constant flexure, being one of the shortcomings of the system. The difficulty of adjusting the spring tension in the proper way, as well as the tendency of the stem to stick in its guide when gummed with oil, or when permitted to become dirty, as well as the fact that particles of dirt may become wedged between the valve and its seat, hindering its proper closure, are thus the chief drawbacks to the use of the purely automatic arrange-

With the mechanically actuated valve, on the other hand, it is evident that the timing may be adjusted in any way desired, and once properly set, will be subject to variation only in the same way that the timing of the exhaust valve is subject to variation, that is to say, owing to the wear of the cams and tappets, or because of the slipping of the cam or timing gears. In so far as the operation of the valve is concerned, supposing the engineer designing it understands the conditions of action sufficiently well to adjust the timing properly, it is evident that a constant and maximum amount of gas must be drawn in at every suction stroke, that none of it will be lost through the inlet valve failing to close in season, and that the mechanism, being positive in its action, any foreign particles finding their way between the valve and its seat will be likely to be squeezed or thrust out by the forcible movement of the valve.

It seems therefore that the main points of advantage of the mechanically actuated valve are its certainty of action, its enduring qualities in long continued service, and the fact that it tends to permit a larger volume of gas to be drawn into the cylinder than the automatic valve, which, of course, tends directly toward an increase in the power output of the motor. In other words, if two motors exactly alike in all other respects save that one has mechanical and the other automatic valves, the former should be the more powerful.

Of its disadvantages, the increased weight and added number of parts of the operating gear, which suggests a certain slight increased liability to get out of order, as well as the added load which it throws upon the motor owing to the work absorbed in overcoming the tension of the retaining spring, and overcoming the very slight friction of the bearings, are most significant. The power used in working the valve gear, naturally must detract from the power gained, and obviously unless the design is such that

the net gain is of material consequence, the only advantage derived from the arrangement must be that due to the added security derived by the rider from the knowledge that the mechanism is not likely to get out of order.

In practice, another difficulty sometimes arises owing to the difficulty of getting the mechanism to respond with sufficient rapidity when running at high speeds. Probably on this account, it is held by some engineers that for racing and other speed work the automatic valve is superior.

For low and moderate speeds, and more particularly when the motor is made to run below its normal speed, the tendency of the mechanically operated valve to add to the power of the motor becomes correspondingly increased. Thus, with the automatic valve, the slower the piston speed, the lower the suction and consequently the smaller the pressure tending to open the valve; with the mechanical arrangement, a full opening of the valve, which means a full charge of gas, is guaranteed for every suction stroke, and as the greatest output is ordinarily required for slow speed running under hill climbing conditions, this feature is of vital consideration.

Another point in favor of the use of the mechanical valve, particularly in motors of the twin type, is the fact that it is possible to adjust the timing to perfect equality, and to keep it so adjusted whereas with the automatic arrangement, no such success is assured. In general, since any unevenness of action in a twin motor is extremely annoying, and reveals itself in jerky and spasmodic action, the importance of this point also is so far reaching that it would appear to indiacte that whatever may prove to be the future of the mechanical inlet valve on single cylinder engines, its ultimate triumph for two-cylinder use is certain.

#### London's Thirty-first Annual Show.

With an aggregate of 234 exhibitors, England's great yearly bicycle display, the Stanley Show, opened at the Royal Agricultural Hall, London, on November 22 and closing November 30. This year makes the thirty-first annual exhibition of bicycles and accessories, while motorcycles have of late years taken an increasingly prominent' part. The show was opened by Sir Albert K. Rollit, who has performed the happy office on several previous occasions, and once launched, it had for features of the entertainment an American bicycle polo team to give three performances daily and the band of H. M. Grenadier Guards to supply the music. The stands revealed the products of practically all of the prominent British cycle makers, and in the accessory field the makers of variable gears were strongly in evidence. The motorcycle representation was larger than ever before.

J. R. Vosburgh, the Johnstown, N. Y., dealer, who was reported as making preparations to open a store in Savannah, Ga., denies that he harbors intention of the sort.

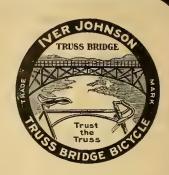


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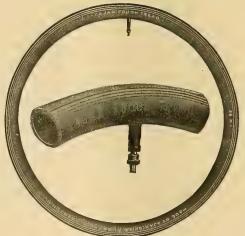
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has "something coming to him." If he is wise he will seek an introduction. For nowhere will he find a better friend than the Ajax.

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ATMembers of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

New York, November 30, 1907.

#### Who's Ready for Christmas Trade?

If there be any bicycle dealer who intends to reach out for Christmas trade but has not as yet made any actual moves in that direction, it is time for him to "get busy." Already the bustle of holiday buying has commenced, and he must become identified with it, if his effort is to prove of avail. While adults' bicycles should not be wholly overlooked, juvenile bicycles, as the Bicycling World has of late frequently pointed out, can be handled and advertised to particular advantage at a time when people are in the perplexity of choosing suitable presents for the rising generation. Amidst the din of the efforts of merchants in other lines to attract attention to their wares it is, of course, necessary that the dealer who seeks Christmas trade should have to take positive methods of letting it be known what he has to offer, and he will be obliged to do more than merely to agree with himself that if customers come in and insist on buying bicycles he will condescend to sell.

He must in a measure stock up for im-

mediate delivery about the number of machines he anticipates selling and make arrangements to get more very promptly in case he runs low. His store must in appearance give some hint of Christmas "doings" by signs or decorations. Good judgment would dictate that he push juveniles the strongest. Every parent in his neighborhood should be appraised that he wants to co-operate with Santa Claus in arranging for Christmas morning bicycles for the youngsters. With these preparations it only remains for him to array himself in clean linen and be "on the job" as a courteous salesman when prospective customers call.

#### Making Pennywise Purchases.

"WANTED—The best motorcycle that \$35 will buy."

The foregoing is a literal example of advertisements that every now and then are appearing in the classified columns of newspapers in New York and elsewhere. Occasionally the would-be purchaser raises the amount as high as \$50, but rarely does the man of modest purse exceed that sum. Such advertisements indicate a desire to share the delights of motorcycling, but for a man actually to get the "best" motorcycle than can be bought for such a price is a misfortune which he would do better to avoid by throwing his money into a lake or attaching it to a toy balloon and entrusting it to the winds for the benefit of some lucky finder.

If the buyer is so indigent that he cannot afford to pay more than \$35 for his machine, he cannot afford to possess the kind he would get for the price, and if he be influenced by motives of economy, then indeed is he far, far from the right road. To buy a bunch of trouble with the expectation of getting pleasure or service out of it is folly, and the only one to which such a transaction can give pleasure is the delighted owner of the wreck who is thus enabled to trade it for cash.

As a reason for contemplating the acquirement of a mount so cheaply bought, it is sometimes argued that a cheap second hand machine is good enough to learn on, with a view to getting a good machine later after having mastered the intricacies of motorcycling, but as a matter of fact no more expensive or discouraging iniatition could be devised; there is every likelihood that the novice who takes up the sport in this way will be an early backslider, lost forever to "the cause" as a result of his ex-

perience. It would be out of the realm of reason to think that anybody could get either amusement or instruction in puttering over the assemblage of mechanical degradation that so modest a sum could buy, and the worry, annoyance, time and cash expense necessary to put it in shape to run even occasionally are sufficient to dampen the ardor of the most enthusiastic convert.

A motorcycle that can be bought for \$35 or any similar price is not worth 35 cents, and the purchaser not only throws his money away, but engages to pay many a dollar more before discovering the futility of it. Having bought a machine of this character, one is tempted to try to ride it instead of quietly chloroforming it and burying it in the back yard, and the yielding to this temptation is what sickens the unfortunate one as to motorcycles in general.

It cannot be said of motorcycles as it was of whiskey, when in a burst of tribute some one said of it that "All whiskey is good, but some is better," that all motorcycles are good. There are not a few really good second hand modern motor bicycles to be had at reasonable prices, but "the best that \$35 will buy" scarcely can be fit for human use. The man who buys it will pay a big price to learn the fact.

#### The Strength of the Industry.

It is a glowing tribute to the stability of the bicycle industry that the financial upheaval that has disturbed the country for the past six weeks has affected it practically not at all. The manufacturers have not feared to sell nor the dealers to buy. There have been no long faces, no doubting the future, no talk of depression, no talk of cancellation of orders, no questioning of any one's credit, no failures or talk or expectation of failures such as have obtained in so many other industries.

The depression had had no more effect on the cycle trade than if it had occurred in Afghanistan. Every one concerned with cycles is full of faith and good cheer. The cycle trade has been "through the fire" and now is proof against the fads, flurries and disturbances that cause so much concern to other industries. It suffered its scourgefor that is the proper designation for the so-called boom-and its power of resistance now is enormous. The present financial upheaval was a good test. The manner in which it has proven proof even against disturbing ripples is cause not only for remark but for general and hearty congratulation.

#### CORRESPONDENCE

#### Merkel's First Motorcycle Effort.

Editor of the Bicycling World:

In your issue of November 2, the writer noted with some degree of interest an extensive account illustrating and describing the evolution of the motor bicycle from its earliest stage of conception to its present perfected state. This account has brought to my attention a photograph which we are enclosing herewith portraying our Mr. J. F. Merkel's first efforts in the production of a motorcycle; as will be seen it was in the form of a motor tricycle.

This complete machine was conceived

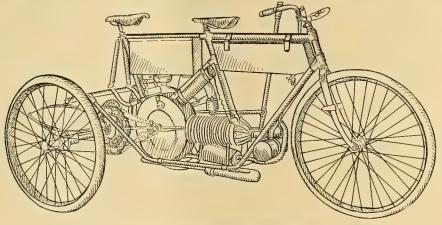
in constant service by outside parties since its original construction with but very few modifications. While we have not had the pleasure of a personal observation for some time, we understand that the present owners of the vehicle have applied an additional front wheel, making a four wheeled vehicle out of it and getting very satisfactory service.

MERKEL MOTOR CO., Per J. R. Ball.

#### Providence Selects Three "Honoraries."

Editor of the Bicycling World:

At the regular monthly meeting of the Providence Motorcycle Club, held November 15, 1907, Mr. R. G. Betts, Mr. Roland Douglas and Mr. Theodore K. Hastings



THE FORERUNNER OF THE MERKEL

and built by Mr. Merkel in the years 1897-1898. The motor is placed in a horizontal position and measures  $3\frac{1}{2}$  inches bore by 5 inches stroke. He utilized at that time a surface carburetter and the make and brake ignition device with six dry cells and induction coil.

The fly wheels, which were enclosed in the crank case, measure 14 inches in diameter; the muffler, although rather primitive in the mode of application, was quite modern in construction, as can be seen directly under the engine. It was placed in this position in order to utilize hot air for the carburetter, which was drawn through the muffler.

The method of transmission was by means of a double set of sprockets and chains. Two friction clutches were applied on the rear axle, which were operated by a lever on the left side of the machine. This arrangement made it possible to have a free engine and to start with the crank, using ratchet driven wheels for compensating device. A very efficient set of band brakes were attached to the hubs of the rear wheel. A set of full elliptical springs were used for the suspension of the rear part of the machine on the rear axle.

The machine in question was used for a period of about three years by Mr. Merkel, prior to taking up in an active manner the production of motor bicycles. Despite its primitive state it gives us a great deal of pleasure to note the fact that it has been

were unanimously elected honorary members of the club. We hope you will find space in your valuable paper for this information.

W. L. MEDHURST, Secretary.

#### There's More Than One Cause of Trouble. Editor of the Bicycling World.

I have just read your answer to the published inquiry from C. Ludlow, Northport, L. I., about his troubles with an Armac

motorcycle.

I have an Indian, and am troubled with conditions duplicating those of Mr. Ludlow. You say "the trouble evidently is in the timing of the motor. It is timed too fast. Verify the timing and see that the spark occurs when the piston is at its highest point."

If that be true, is there any way by which the timing mechanism of the motor could change from the relative positions in which it was originally set when assembled, if not, why should my motor run all right for several months and not run right now so far as the timing is concerned?

W. R. GREEN, Chicago, Ill.

[The fastening of the Indian timing gears precludes possibility of disarrangement. There is no way in which the timing can be altered without dismantling the engine. It is probable that your trouble is due to a leak in the carburetter float, which causes flooding. When the spark is far advanced, the engine will suck so much gas-

#### COMING EVENTS

November 30-December 7, Chicago, Ill.—Chicago automobile and motorcycle show.

December 9-14, New York City, N. Y.— Fifteenth annual international six days' professional bicycle race at Madison Square Garden.

olene that the mixture is destroyed, the motor loses power and finally stops. In Mr. Ludlow's case, he had tried three different carburetters, thus effectually proving that that service was not at fault. An expiring battery or a loose electrical connection at some point may be responsible for somewhat similar symptoms.]

#### Three Men and a Reliability Run.

The Chicago Motorcycle Club's three-days reliability run was a rather lonesome and farcical affair. "Run" is a far better term for it than "contest." But three entries were attracted—Stanley T. Kellogg, Springfield, Mass.; Charles Van Sickle, Hammond, Ind., and J. A. Turner, Chicago, each of them mounted on an Indian.

On November 26th they rode from Chicago to Rockford, Ill., and return; on the 27th, from Chicago to Ottawa, Ill., and return, and on the 28th, from Chicago to South Bend, Ind., and return, a daily journey of about 200 miles. The battery boxes, commutators and carburetters were sealed with paper seals before the start. Breakage of the seals was to entail penalty, but no seals were broken and the three men easily maintained the 15 miles an hour required, and all therefore finished with perfect scores. They were checked twice each day. The matter of awards will be decided at the next meeting of the club. It is understood that the cup likely will be given to Turner. Van Sickle did not turn over his machine until one hour after the appointed hour on the night before the start and was permitted to compete under semi-

The event attracted little or no attention and when it became evident that it would amount to nothing, a proposal was made that it be called off, but at the meeting of the club the motion to this effect was defeated by one vote. The unseasonability and the \$25 entry fee, together with the evident aim to make it purely an event for manufacturers undoubtedly had to do with the failure.

#### New Club Formed in Newark.

The Hudson Bicycle and Motorcycle Club, which has been forming in Newark, N. J., has completed its organization by the election of the following officers: President, William Caskell; vice-president, Theodore Binder; recording secretary and treasurer, George Ditzel; financial secretary, John Keller; sergeant-at-arms, Emil Vosberg.

#### TIGER ROAD RACE A HOT CONTEST

Seventy Starters in Thanksgiving Event on Pelham Parkway—Missimer Finishes in Front and is Protested.

Harold F. Missimer, a Brooklyn lad, who once won a twenty mile road race on Long Island, and has since prominently identified himself with an outlaw coterie, now deceased, finished first in the Tiger Wheelmen's great Thanksgiving Day Pelham Parkway Handicap, a 25-mile race, or rather, what was to have been that distance, run over the cycle paths on Pelham

It was a great race, marred only by the unpleasant incident involving Missimer. The Tigers had gone to great expense in making this Thanksgiving Day race one that would indeed be cause for thanksgiving on the part of the fortunate riders.

The Pelham paths presented an ideal course for the race, and one that afforded the several thousand spectators gathered there practically a view of the contest from start to finish. The paths are about 1½ miles long, the riders went up on one side and down the other eight times, finishing on the eighth lap on a wider and down grade cinder path extension. Park Commissioner Berry had filled in the gutters and cross-

Leon Vanderstuyft, the amateur champion of Belgium, who came to America to ride in the six day race; Nerent and Schlosser of the Lakerim A. C.; Hemple, Atlantic City, Stroud, Philadelphia; William Vanden Dries, New York A. C.; George Cameron, Irish-American A. C., and Frank and Joe Eifler, Century Road Club Association.

The crowd did have long to wait after the scratch men departed before the leaders finished the first lap. The former were just out of sight when three or four riders could be discerned coming over the brow of the hill on the opposite path. Gordon and Barton, the two limit men led the procession, closely followed by Esposito and



MISSIMER SHULMAN

"LEADING THE, BUNCH"

McMILLAN VANDERSTUYFT

Parkway, New York City, Thursday, 28th inst.

Missimer rode a great race, a heady race, but because it is claimed he falsified his entry blank and made subsequent misrepresentations to Chairman Kelsey of the National Cycling Association's Board of Control, under whose sanction the race was conducted, young Missimer very likely will be disqualified, and lose the glory that might have been his, and also the \$200 Curtiss motorcycle that was the chief prize at stake, Frank McMillan, a member of the promoting organization, who rode a better race, but was beaten in the sprint for first place by Missimer, probably will fall heir to the honors and the prize. Joseph B. Berlenbach, another Tiger, and Michael Shulman, of Brooklyn, were close up in this order. There was one rider whose performance netted him unquestioned glory-Maurice Vanden Dries, of the West Harlem Wheelmen, who pluckily continued alone after his fellows on his mark, 2:30, had been put out of the contest, and it is thought that he won the time prize, a diamond ring.

ings and so far as could be ascertained there were no broken wheels from running off curbs. The paths were a bit heavy from the rain, and with a strong wind, the time was slow, and yesterday it was discovered that the riders actually covered 26.7 miles, by cyclometer measurement.

Although the program gave the names of 220 entrants only 70 showed up for the start, but at that it was a representative lot of riders, with one or two foreigners thrown in to give an international flavor to the race. After the police had cleared the right hand path the eight minute men-Barton and Gordon-were given the word. The other divisions on the 7, 6, 5:45, 5:30, 5, 4:30, 4, 3:30, 3, and 2:30, got away on time and without incident. The 2.30 trio consisted of Surman, M. Vanden Dries and Hawkins, and the prediction was made that, although only one-third as strong numerically as the scratch group back of them, the trio would make the honor markers ride the race of their lives for the time prize. Indeed it was the classiest lot of scratch men in a race this season, consisting of

Shulman, two six minute men, who had overhauled them. When the first lap ended Missimer, on 5:30, had passed fourteen riders, and was then in thirteenth position; by the time the second lap finished he had worked to the front and was setting the pace. Shulman, Berlenbach and McMillan had made equally surprising gains. At the ending of the third lap Missimer still had the lead, with Shulman in second place. Barton was third, Nick Kind fourth and Rosenblum fifth. McMillan and Berlenbach were a few vards behind and riding hard. Efforts of the last two became apparent on the fourth lap, the finish of which saw Mc-Millan and Berlenbach both in front with the leaders. Schuber and Bachetti, two long markers, quit at the end of this lap and Stroud, of Philadelphia, lost several minutes with a broken chain. He jumped on a borrowed bicycle and resolutely chased the scratch men's backs. They had in the meantime dropped Hemple, with a cramp in his

The fifth lap brought a further reduc-(Continued on page 338)

# 1908 RA

We offer for the Season of 1908 in our higher gr that have heretofore never been approached by any

# English Steel Tubing : Forged Fork Crowns an

and a special grade of steel of guaranteed analysis as nearly indestructible as money and material can.

The cranks of our celebrated Pacemaker Models will be forged from of 116,000 lbs. to the square inch.

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In our announcement of last week we called attention to one of the We published a fac-simile of the Bond, offering \$10,000.00 in Cash a person who can prove the solution of the crank hanger problem, as contain

This offer is bona-fide and the fact that this company has just incr good any rewards that we offer.

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RACYCLES, features in frame and crank construction le Manufacturer in the United States.

# **Drop Forged Heads** Pinch Bolt Seat Clusters

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dium steel, the latest product of the steel furnace, having a tensile strength

tures that will make the 1908 RACYCLE more popular than ever before. ecial features in connection with our advertising campaign for next season. 30,000.00 in Stock of the MIAMI CYCLE & MFG. CO. to the first our pamphlet, "The Three Reasons," to have been figured incorrectly. its capital stock to \$500,000.00 should be an indication that we can make

ealer. If you want it act quickly, otherwise you will be too late.

F. M. JONES
Pacific Coast Representative
Sacramento, Calif.

Middletown, 0.



336

# 1908 RACYCLES

We offer for the Season of 1908 in our higher grand RACYCLES, features in frame and crank construction that have heretofore never been approached by any well Manufacturer in the United States.

# English Steel Tubing : Drop Forged Heads Forged Fork Crowns at Pinch Bolt Seat Clusters

and a special grade of steel of guaranteed analysis the crank forgings, making the new 1908 RACYCLES as nearly indestructible as money and material can.

The cranks of our celebrated Pacemaker Models will be forged from nadium steel, the latest product of the steel furnace, having a tensile strength of 116,000 lbs. to the square inch.

Write for our new 1908 Catalogue (just issued) outlining in detail the eatures that will make the 1908 RACYCLE more popular than ever before.

In our announcement of last week we called attention to one of the pecial features in connection with our advertising campaign for next season. We published a fac-simile of the Bond, offering \$10,000.00 in Cash \$50,000.00 in Stock of the MIAMI CYCLE & MFG. CO. to the first person who can prove the solution of the crank hanger problem, as contain our pamphlet, "The Three Reasons," to have been figured incorrectly.

This offer is bona-fide and the fact that this company has just incred its capital stock to \$500,000.00 should be an indication that we can make good any rewards that we offer.

The RACYCLE Agency for 1908 will mean something to you, Dealer. If you want it act quickly, otherwise you will be too late.

The Miami Cycle & Mfg.Co.

F. M. JONES
Pacific Coast Representative
Sacramento, Calif.

Middletown, O.



AT A TURNING POINT-CROSSING FROM ONE PATH TO THE OTHER

#### TIGER ROAD RACE A HOT CONTEST.

(Continued from page 335

tion in the field. Surman, Rosenblum and M. Vanden Dries came together on the home stretch path, but Vanden Dries escaped a fall. Surman's front wheel collapsed and Rosenblum hurt his thigh so that he could not continue for several minutes. which left Hawkins and Vanden Dries to go on alone. Hawkins withdrew some time later with a flat tire. John Wilkins, of the Irish-American A. C., and Hemple, also were retired in the sixth lap. J. D. Hanna, the Tampa, Fla., rider, who is in New York to witness the six day race, had made a good showing until his chain developed a habit of jumping off every hundred yards. The Southerner kept moving, however, and ultimately finished.

Missimer, McMillan, Berlenbach and Shulman, the four leaders, in the meantime kept together at the business end of the race, with Missimer usually in the lead. After the first lap it was seen why the young Brooklynite always sprinted to reach

the turn first. He had friends on the path just beyond the turn to lend helping hands. Each time Missimer turned, two pairs of



SOME OF THE OFFICIALS

helping hands suddenly reached out, grasped his saddle and pushed this rider up the path a distance of twenty yards or more. The first time the trick was done nothing was said, but when the same two pairs of helping hands were extended a second time Missimer was warned by Referee Adee that if it occurred again he would disqualify him. It happened about three times more and as a result half a dozen protests were handed to the referee.

What happened to the scratch men can be told in a few words. They loafed all the way; none seemed willing to set the pace, and the one or two riders who did try to make a race of it got disgusted and stopped exerting themselves. One exciting moment was when young Vanderstuyft-the Belgian champion has but turned seventeenjumped and got a lead on the others. Joe Eifler sprinted after him and Vanderstuyft dropped back with the lagging bunch. Later he broke a chain and retired on the eighth lap. Stroud overhauled the bunch once more and George Cameron was dropped behind with a broken wheel, he stated.

After all the riders finished the seventh lap the crowd walked down the parkway 300 yards for the finish on the sloping cinder



REAR-END AND HEAD-ON VIEWS OF THE RACE

path. The sprint between the first bunch was the most inspiring sight of the race. As they entered the finishing down grade stretch McMillan led with Missimer on his rear wheel. Berlenbach and Shulman were close up, with Fred Huron a couple of lengths behind. As the quintette neared the tape Missimer jumped to the front and in a pretty sprint reached McMillan's side. Another spurt and he had pushed his front wheel ahead of lanky McMillan and across the tape. Berlenbach beat Shulman by a length, and Huron sat up. Then followed Leon Grogan, of Philadelphia, riding leisurely. A few minutes later when they all had finished it was discovered that Grogan apparently had covered the course in 1:21:46%, which would net him the diamond ring for time prize. Some time later, about 24 hours, to be exact, it was learned that Grogan had covered only seven laps. Grogan made no misrepresentations. In fact he informed another Philadelphian after the race that he was told to quit as he had been distanced, and consequently was surprised when he read in the morning papers that he had won the time prize.

It is expected the time prize will fall to Maurice Vanden Dries, who led Lamphear, Kury and Byrnes home in a thrilling finish. The scratch bunch was sadly demoralized when it finished. William Vanden Dries attempted to outsprint Frank Eifler but failed by a length. Joe Eifler, Stroud, Nerent, Cameron, and Schlosser trailed in a few moments later.

As yet the positions and time of any of the riders who finished have not been officially verified. It was getting late for Thanksgiving dinners when the race concluded and an announcement to the riders that no decisions would be rendered that day was made. The committee will meet next week and when it does there are liable to be some changes in the following unofficial summary:

Pos	s. Name.	Club.	Hdcp.	Time.
1	H. F. Missimer,	Bklyn.	5:30	1:23:323/5
2	F. McMillan, Ti	ger W	.4:30	1:22:324/5
	J. B. Berlenbach.			1:22:33
	M. Shulman, Bkl			1:24:033/5
	F. Huron, Tiger			1:24:34
	M. VandenDries,			1:22:59
	W. Lamphear B.			1:25:293/5
8	P. Kury, Roy W	7	3.30	1:23:594/5
9	J. Byrnes, Tiger	777	3.30	1:24:00
	E. Drewitz, Wm			1:25:101/5
	C. Martin, C.R.C			1:26:50%
	J. E. Fee, C.R.C			1:28:003/5
	D. Smith, Bronx			1:26:53
				1:23:414/5
	F. W. Eifler, C.F		. Stell	1.23.4175
13	W. Vanden Drie		Stah	1:23:42
10	N. Y. C.			1:23:423/5
	J. M. Eifler, C.F.			
	W. R. Stroud, St			1:23:44
	H. Surman, Eliz			1:26:55
	C. Nerent, Lkrm			
	C. Schlosser, Ll			
22	D. J. McIntyre,			
23	G. Gunzer, Roy			
24	C. Milkowait, T	iger W	4:30	
25	A. Hintze, Tiger	r W	N5:00	
26	J. D. Hanna, Ta	mpa, Fla	a.5:45	
27	N. Kind, Egemb	W	5:00	

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#### DARRAGON'S DEBUT AND DEFEAT

World's Champion Beaten by American Champion MacLean in Great Race— Other Events on Boston Saucer.

As was to be expected, American Champion Hugh MacLean defeated World's Champion Darragon at the Park Square velodrome, Boston, Thanksgiving night. There always is a reason to everything and that truth applies to the MacLean-Darragon match. Darragon had but stepped off an ocean liner two days before and consequently was not in fit condition to go against a man trained to the minute as McLean was. Another thing, Darragon had never ridden on a track as small as the Boston saucer, and had only two workouts prior to the race.

In the first heat the men were sent away to a flying start, MacLean, paced by Turville, at the tape, and Darragon, with Gus Lawson in front, on the back stretch. Mac-Lean got the better of the start and although Darragon's pacing machine missed explosions and Darragon had to ride two feet back of the roller, he managed to hold MacLean off for three miles. On the fourth mile MacLean developed a burst of speed that brought him up to Darragon's wheel. After trailing for two laps the American moved up and then followed the most exciting paced race seen thus far on the new track. Lap after lap they covered in a neck and neck position until, entering into the homestretch, MacLean in a well timed sprint passed the world's champion just as the finish gun was fired.

Darragon displayed better form in the second and third heats. In the second MacLean made the going fast from the gun, but Darragon stood the fight nobly, until he lost his pace on one of the steep turns. This enabled MacLean to gain almost half a lap, which advantage he held until the finish. The third and last heat resulted in another victory for MacLean, although Darragon put up a fight.

Both professional races resulted in wins for Fögler who with Downing, was helped along by Moran. In the final heat of the mile handicap Root went to the front, but Moran, apparently pulling Fogler and Downing tore around him and with Krebs tacked on Downing, Root was pocketed. Moran set a terrific pace until the bell, when he dropped out. Fogler, Downing and Krebs finished in Indian file a length separating each. Bardgett was fourth. Moran was out after the lap prizes in the five mile open and succeeded in getting 14 of them. Notwithstanding, he saved enough strength to get Fogler on his way at the finish. Krebs did not have a chance against Fogler's sprint, and Root locked Krebs's rear wheel. Summaries:

Mile handicap, amateurs—First heat won by F. Hill (20 yds.); C. Connolly (40 yds.),

second; J. S. Grant (30 yds.), third; F. Panacy (75 yds.), fourth. Time, 2:29\%. Second heat won by B. J. Gorman (100 yds.); T. Connolly (scratch), second; Joe Currie (20 yds.), third; J. W. Walker (65 yds.), fourth. Time, 2:35\%. Final heat won by C. Connolly; T. Connolly, second; Grant, third; Hill, fourth. Time, 2:18.

Two mile handicap, professional—First heat won by E. F. Root (45 yds.); James Moran (80 yds.), second; Walter Bardgett (100 yds.), third; Floyd Krebs (scratch), fourth. Time, 4:54%. second heat won by W. G. Holbrook (150 yds.); Joe Fogler (scratch), second; Hardy Downing (50 yds.), third; W. L. Mitten (100 yds.), fourth. Time, 4:51%. Final heat won by Fogler; Downing, second; Krebs, third; Bardgett, fourth. Time 4:27%.

Fifteen mile motor paced match, professional (in three heats)—First heat won by Hugh MacLean; second, Louis Darragon. Time, 8:37. Second heat won by Hugh MacLean. Time, 8:32. Third heat won by MacLean. Time, 8:30%.

Five mile open, professional—Won by Joseph Fogler; second, Floyd Krebs; third, E. F. Root; fourth, James F. Moran; fifth, Pat Logan; sixth, W. L. Mitten. Time, 11;11½. Lap prizes—Moran 14, Downing 9, Anderson 7, Logan 6, Sherwood and Limberg 2 each, Mitten 1.

#### Teams for Six Day Race.

With the arrival of the Provence to-day and the Carmania to-morrow, on which boats will come all the foreign six day riders not already here, plans will rapidly materialize for the annual six day grind. All the American riders have not been signed yet, as some of them want more money than P. T. Powers, the promoter, thinks they are worth. The teams that are a certainty are:

Louis Darragon, France; Petit-Breton, France

Walter Rutt, Germany; Johan Stol, Holland.

Harry Reynolds, Ireland; J S. Benyon, England.

Leon Georget, France; Victor Dupre, France.

Carlo Vanoni, Italy; Edmond Jacquelin, France.

R. J. Walthour, Atlanta; Matt Downey, Boston.

Walter Bardgett, Buffalo; Pat Logan,

C. A. Sherwood, New York City; Carl Limberg, San Jose.

J. Frank Galvin, New Milford; George Wiley, Syracuse.

Norman C. Hopper, Minneapolis; Hardy Downing, San Jose.

Joe Fogler, Brooklyn; James F. Moran Chelsea

In additions to the above teams several other riders have been engaged, but have not been mated. Krebs, the winner of the Boston six day race, is among the number, as is Mitten, the little Iowan who made such a hit at Boston, is without a partner.

The fact, that there were

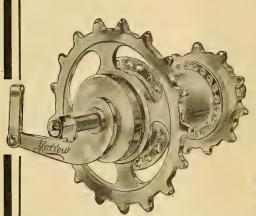
## **MORE MOTORCYCLES**

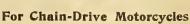
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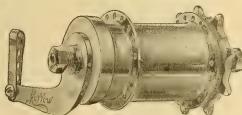
MADISON SQUARE GARDEN SHOW



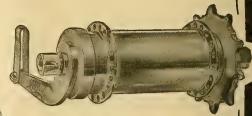




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scarcely will prove surprising to the motorcyclist who knows the Morrow. But it will serve as food for reflection for all those who have yet to discover "what's what" in coaster-brakes. Do you wear a thinking cap?

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#### WALTHOUR AND DARRAGON ARRIVE

Both Came from Europe to Contend in the Six Days Race—Gus Lawson Also in the Party.

When the North German Lloyd steamship Crown Prince Wilhelm docked at Hoboken Tuesday afternoon last, 26th inst., there stepped from the gangplank two of the greatest bicycle riders in the world-Robert J. Walthour, of Atlanta, Ga., and Louis Darragon, of France. . Both came to ride in the six day race to be held in New York City, the week of December 9th to 14th inclusive. Walthour will ride with Matt Downey and Darragon will have as his mate Petit-Breton (Lucien Mazan), a fellow countryman, who will arrive with the other foreigners on Saturday. Walthour was accompanied by Mrs. Walthour and their youngest child; his other three children are attending school in Atlanta, Ga. Gus Lawson, who has paced Walthour to more than one victory, also was a member of the

Despite his terrible fall at the Spandau track, Berlin, on September 29th, and consequent incapacitation, Walthour looked extremely robust and did not show any vestiges of the injuries he has received this year in numerous falls. He stated that he is in perfect condition and expects to win the race, which statement all bicycle riders are prone to making prior to a contest of any sort. Walthour brought with him a four cylinder pacing machine that will likely cause spectators to close their eyes and think of forgotten prayers if it is let loose on the small ten lap Garden saucer. The engine develops 24 horsepower and is so powerful and has caused so many accidents that the machine has been used but little on the other side. Lawson, who will ride the machine for Darragon, when the latter gives exhibitions, during the six day week, says however, that the machine can be run on one cylinder slowly enough for an unbanked track.

Louis Darragon is one of the foremost figures in the cycling world to-day. Holder of the paced championship of France for two successive years and of the world's title for the same period he is well nigh invincible. This is not his first visit to America. He came here in 1902 and rode in the six day race with Breton, his present partner, but quit before the finish. Then he was a second rate sprinter; now he is what experts declare the best all-around bicycle rider in the world.

Darragon was born at Vichy, France, 24 years ago. He started in life as an apprentice to a coach builder and did not begin racing until 1901, when he figured favorably in his district. He then went to Paris and tried sprint racing, but met with only moderate success. In 1904 he essayed pace following and since that time his star

has risen high in cycle racing heavens. In 1906 he won the paced championship of France and that same year in Geneva, Switzerland, won the title of world's champion, repeating both performances this year. Darragon has ridden in more races this year and has had fewer defeats than any other pace follower. He is, undoubtedly, the best paid rider in Europe.

In appearance Darragon is agressiveness itself and even his carefully waxed moustache seems to bristle formidably. He weighs 180 pounds and stands 5 feet 9¼ inches. Apparently he is not puffed up because of his greatness and is modest to a



LOUIS DARRAGON

point of reticence, although an entertaining conversationalist—in French, for he speaks but one word of English—if one can draw him out. Like most Frenchmen he has a fondness for elaborate waistcoats and startling color effects in scarfs.

Immediately upon landing Darragon and Walthour went to P. T. Powers's office to conclude arrangements for the six day race and it was there that Darragon's one word of English got him into an amusing predicament. Two girls came into the office to solicit subscriptions for some missionary paper-three years for one dollar-and they tackled Walthour first. Walthour told them he had no use for the paper, but that "Mr. Darragon, the noted philanthropist" would no doubt be anxious to help a good cause along. The solicitor dilated at length upon the good points of the paper she was selling and even showed Darragon the pictures in the paper. "Fine, fine," said Darragon at intervals. Then the young lady gave him a paper and pencil, asking him to put his name to it, which Darragon

did. Holding out her hand, she waited for the money, but Darragon looked bewildered and asked Walthour to explain. An animated discussion in French followed, in which it was learned that Darragon had imagined that the young lady wanted his autograph, which he thought he was giving her. The girl looked real pained when she discovered that Darragon had not understood one word of what she had been saying. Darragon enjoyed the joke hugely and gave her a dollar after more explanations in French.

Darragon and Lawson left on the midnight train for Boston where the champion will train for the six day race, while Walthour left for Hasbrouck Heights, N. J., where Mrs. Walthour's parents reside.

#### Wanner Rides Although Suspended.

Fred T. Wanner, of Company H, Twenty-third Regiment, Brooklyn, has probably gotten his regiment into a predicament that will entail considerable explanation to the Amateur Athletic Union. Although Wanner has been suspended by the National Cycling Association for competing in unsanctioned races, he rode in the bicycle races at the Twenty-third regiment armory, Brooklyn, Saturday night last, 23d inst. Just why Wanner, a suspended rider was allowed to compete in sanctioned games has not been explained, and Chairman Kelsey of the National Cycling Association has started an investigation.

The meet last Saturday night resulted in one bad accident. As C. L. Cook was rounding one of the sharp turns on the flat floor he was crowded into by another rider. Cook fell heavily to the floor and was picked up unconscious. After being carried to the dressing rooms and revived an ambulance corps surgeon discovered that Cook had sustained a fractured collar bone.

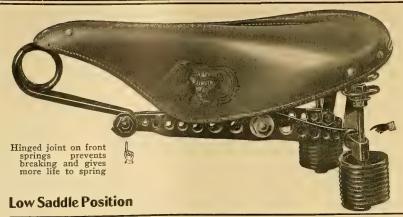
Both the one and two mile handicaps were interesting. H. R. Brown, Jr., from scratch, won the mile from Wanner by a scant six inches, with H. C. Librant, 75 yards, third. Wanner turned the tables on Brown in the two miles, winning by about the same distance as he had lost in the first event. Librant secured another third. The summaries:

One mile handicap—Won by H. R. Brown, Jr. (scratch); second, Fred T. Wanner (scratch); third, H. C. Librant (75). Time, 2:323/4.

Two mile handicap—Won by Fred T. Wanner (scratch); second, H. R. Brown, Jr. (scratch); third, H. C. Librant (150). Time, 5:10%.

#### Vanden Dries Defeats Cameron.

William Vanden Dries defeated George Cameron and Marty Kessler in a one-mile handicap at the Twenty-second regiment armory, New York City, Wednesday night, 27th inst. Vanden Dries had a lead of 40 yards on Cameron, who started from scratch, and Kessler was placed on the mark ten yards in advance of Vanden Dries. The time was 2:29.



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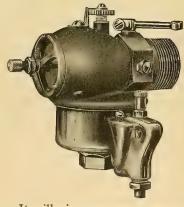
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#### **BOSTON ROUSED BY GREAT RACING**

Two Hotly Contested Sprint Events and an Exciting Motor-Paced Match-Fogler and Butler Winners.

The "Los Angeles Limited," so-called, and which was composed of Fogler, Bardgett and Downing, won both the professional sprint races at the Boston velodrome Saturday night last, 23d inst.

Great racing developed in the two professional sprint events, for the fields were classy ones. Fogler played the star part with the able assistance of Hardy Downing, of San Jose, and Walter Bardgett of Buffalo. Fogler, Bardgett, Root, MacLean, Sherwood, Krebs, Downing and Wiley qualified for the final of the mile Yale handicap, and Bardgett, out on 80 yards, flagged until Fogler, the scratch man, could overhaul the field. Root tried to go to the front at four laps to go, but Bardgett held him off. Downing had pulled Fogler up to the long markers in the meantime, and when the bell gave the last lap he let him loose. Fogler tore to the front and led all the way with Sherwood pushing him to the limit. The Brooklynite beat the New York broker by two inches. Wiley was a good third. Krebs, the six day winner, was lost in the shuffle.

The ten miles Harvard open brought out a strong field and with mile prizes the big bunch, with vari-colored jerseys in a constant change of position, presented an inspiring picture on the small brilliantly lighted track. Little Wiley was after the mile prizes and corraled the first two without any trouble. Anderson gave him a hard fight for third, but Wiley got it. Hugh MacLean took the fourth, Mitten the fifth, MacLean the sixth, Bardgett the seventh, and Wiley the eighth and ninth miles. The combinations began to work in the final mile with Bardgett, Fogler and Downing in one, and Krebs and Root in another, besides several minor agreements that did not amount to anything. Bardgett pulled Fogler out on the last mile when Root jumped. Fogler got after him, however, and in a neck and neck finish the pair entered the home stretch. Fogler had a little speed in reserve and won out.

Moran, paced by White, seemed to have a little the advantage of the veteran Butler, with Turville in front, in the first five mile heat of their match, but "Old Nat" soon got into stride and at three miles reduced the lead Moran gained at the start. On the fourth mile Butler opened up and at the beginning of the fifth mile trailed Moran and was preparing to pass. The big milkman had a few good kicks left and he fought Butler off in an exciting sprint. In the second heat Butler showed better form at the start and gained an advantage in the first mile. Again it appeared that Butler would lap Moran, but the latter fought him

off in a way that brought the crowd to their feet, and Butler had to content himself with winning by 50 yards, ten yards more than in the first heat. The summary:

One mile handicap, amateur-First heat won by C. Connolly (35); second, Hugh McPartland (95). Time, 2:29%. Second heat won by Tom Connolly (scratch); second, B. F. Goodrich (85); third, W. H. Bussey (45). Time, 2:17%. Third heat won by F. O. Stillman (80); second, F. Hill (scratch); third, Joe Currie (30). Time, 2:183/5. Final heat won by Tom Connelly; second, Hill; third, Bussey. Time, 2:154/5.

One mile Yale handicap, professional-First heat won by Joe Folger, Brooklyn, (scratch); second, Walter Bardgett, Buffalo (80); third, E. F. Root, Melrose (20); fourth, Hugh MacLean, Chelsea (35). Time, 2:071/5. Second heat won by C. A. Sherwood, New York City (75); second, Floyd Krebs, Newark (scratch); third, Hardy Downing, San Jose (25); fourth, George Wiley, Syracuse (90). Time, 2:06%. Final heat won by Fogler; second, Sherwood; third, Wiley. Time, 2:09.

Ten miles Harvard, open, professional-Won by Joe Fogler, Brooklyn; second, E. F. Root, Melrose; third, Hardy Downing, San Jose. Time, 25:533/5.

Five miles motor paced match, professional—First heat won by Nat Butler, Cambridge; second, James F. Moran, Chelsea. Time, 8:40. Second heat won by Butler; second, Moran. Time, 8:393/5.

#### Thomas, on Single, Wins from Scratch.

Chic Thomas's performance in the five miles handicap for motorcycles at the Maryland Motor Association's meet at Electric Park, Baltimore, on Thanksgiving Day, 28th inst., was easily the feature of the day. Although using a 3 horsepower single cylinder Indian, he refused the handicap which had been alloted him and started from scratch with two men on "doubles," Fred Mertins, of Washington, D. C., 7 horsepower Simplex-Peugeot, and Howard W. Gill, Baltimore, 6 horsepower Marsh-Metz. The trio gave away starts up to 800 yards. Thomas was slow in getting under way and as a result both Mertins and Gill drew away from him, but on the second mile, Thomas found his pace, closed the gap and began mowing down the long markers. Once in front, he was never in danger, and won handily in 7:341/5, the fastest time of the day, despite a rather slippery track. The three miles novice proved a runaway for H. F. Fisher, 21/4 Indian. The summary:

Three mile novice-Won by Harry F. Fisher, 21/4 horsepower Indian Time, Royal Gill, 3 horsepower Marsh-Metz, second; George J. Lewis, 21/4 horsepower Indian, third.

Five miles handicap—Won by Chic Thomas, scratch, 3 horsepower single Indian. Time,, 7:341/5; Fred Mertins, scratch, 7 horsepower Simplex-Peugeot (twin), second: Royal Gill, 800 yards, 3 horsepower Marsh-Metz, third.

#### SWENSON STARS ON STUMP RILL

Providence Veteran Takes Lion's Share of Honors in Hill Climb-Automobile Record Broken 14 Times.

B. A. Swenson played the star part in the Providence Motorcycle Club's hill climbing contest on Stump Hill, Pawtucket, R. I., on Thanksgiving day, 28th inst. He won two of the three events in which he started, incidentally making better time on a single cylinder Indian than he made in a subsequent ascent on a "double.". E. L. Buffington, president of the club, scored in the less than 20 cubic inches class, riding a 134 horsepower Indian that, despite three years' use, is still chockful of "go," while J. Mc-Laughlin, on a 3 horsepower Merkel, easily accounted for the event restricted to belt driven machines and in one of the other classes also gave a glimpse of the Merkel's new form by running second to Swenson in the largest field of the day.

L. F. Baldwin, the automobilist who in a 20 horsepower steam car last year created a record for the hill by making the ascent in 603/5 seconds, and who doubting the capacity of motor bicycles to reach the summit without pedaling, was invited to referee Thursday's event, was very thoroughly "shown." The best time, 42 seconds, was made by Swenson, and during the day Baldwin's automobile record was beaten no less than 14 times.

Stump Hill is something of a "terror." Although a scant half mile long it is steep and has one rather abrupt turn that requires skilful negotiation. The summary:

For motorcycles not exceeding 20 cubic inches piston displacement:

	Time.
E. L. Buffington, 134 h.p. Indian	0:50
F. Winkinson, 2 <sup>1</sup> / <sub>4</sub> h.p. Indian	0:52
B. A. Swenson, 21/4 h.p. Indian	1:01
F. Labonte, 21/4 h.p. Indian	1:14
Robert Thompson, 21/4 h.p. Indian	1:14
D. V. Reilly, 21/4 h.p. Indian	1.161/
F. E. Domina, 134 h.p. Indian	1.22
F. B. Pillsbury, 2 h.p. Pillsbury	
For motorcycles not exceeding 301	1 1 .

Tot motorcycles not exceeding 30½	2 CUDIC
inches piston displacement:	
B. A. Swenson, 3 h.p. Indian	0:42
J. McLaughlin, 3 h.p. Merkel	0:51
E. L. Buffington, 134 h.p. Indian	$0:51\frac{1}{5}$
F. Winkinson, 2 <sup>1</sup> / <sub>4</sub> h.p. Indian	0:534/5
D. V. Reiley, 2 <sup>1</sup> / <sub>4</sub> h.p. Indian	1:032/5
R. Thompson, 2 <sup>1</sup> / <sub>4</sub> h.p. Indian	1:061/5
J. M. Boudrau, 3 h.p. R-S	1:09
H. L. Pillsbury, 3 h.p. Pillsbury	
F. Walente, 21/4 h.p. Indian	1:17

For belt-driven machines, not exceeding 3 horsepower.

J. McLaughin,			
F. B. Pillsbury	3 h.p. Pills	bury	1:01%
H. L. Pillsbur			
Free-for-all,	restricted	to Rhode	Island
midamas			

B. A. Swenson, 4 h.p. Indian. 0:44
F. E. Domina, 3½ h.p. Domina 0:45½
F. Wilkinson, 2½ h.p. Indian 0:51½
D. V. Reiley, 2½ h.p. Indian 0:57
E. L. Buffington, 1¾ h.p. Indian 0:58½
H. L. Pillsbury, 6 h.p. Pillsbury 1:08½
F. B. Pillsbury, 6 h.p. Pillsbury 1:20½

#### **DE MARA MAKES CLEAN SWEEPS**

He Defeats McLaughlin by Inches in Exciting Five Mile Handicap—Fruitless
Attempts at Record Breaking.

San Francisco, Nov. 20.—In one of the most exciting races yet held on the Pavilion track Walter DeMara showed Fred H. McLaughlin that he was the latter's master in the five mile handicap, last night. Both McLaughlin and DeMara started from scratch and they disposed of the field one by one until they got a good position in front. Two laps from the finish both took it into their heads to go for the tape and they rounded the turn for the bell riding neck and neck. The fight lasted until the tape, where DeMara won by about two inches. Mesigal rode well but fell at six laps to go.

All the fast men took a crack at the quarter mile record of 25 seconds, but DeMara came closest to it. His time was 28 seconds. McLaughlin rode the distance in 283/5 seconds, and Schiller's time was 30 seconds. Emil Agraz gave a two mile exhibition behind pace, but did not break any records, covering the distance in about the same time that amateurs ride races of that length without the aid of a motor. The summaries:

One mile handicap—Qualifants: Thomas (60), Fairclough (80), Mesigal (15), Nelson (100), McGrath (50), DeMara (scratch), Steinman (80), Williamson (100), Black (50). Final heat won by Nelson; second, Black; third, DeMara. Time, 2:09\%.

Unlimited team pursuit—Won by Lawrence-Diver; second, Thomas-McGrath. Distance, 2 miles 2 laps. Time, 5:144/5.

Half mile invitation—Qualifants: Schiller, Cushman, Mayrhofer, McCormack, Long and Bassett. Final heat won by Schiller; second, McCormack; third, Bassett. Time, 1:07.

Quarter mile record trials—Won by Walter DeMara, 0:28½; second, F. H. Mc-Laughlin, 0:28½; third, C. Schiller, 0:30. Also ran—Diver, 0:30½; Long, 0:30½; Thomas, 0:30½; McGrath, 0:30½.

Five mile handicap—Won by Walter De-Mara (scratch); second, F. H. McLaughlin (scratch); third, P. Lawrence (10); fourth, L. Thomas (25). Time, 11:12.

One mile motor paced exhibition—By Emil Agraz. Time, 0:2:00.

San Francisco, Nov. 16.—Walter DeMara attempted to lower the quarter mile unpaced record of 25 seconds at the Pavilion track last night, but failed by four-fifths of a second. He did not get a good start and will try again. The fact that he rode the quarter in such fast time on a track much slower than the Salt Lake saucer, where the other record was made, showed that the San Francisco prodigy is "flying." The 1½ mile invitation resulted in a victory

for Schiller, with McGrath and Mayrhofer pressing him hard. Mesigal won both handicaps, and the two pursuit races were interesting. The summaries:

One and one-quarter mile invitation—Won by C. Schiller; second, G. McGrath; third, Ruddy Mayrhofer. Time, 2:33.

Half mile handicap—Won by Mesigal (45); second, McLaughlin (scratch); third, C. Williams (60). Time, 1:01.

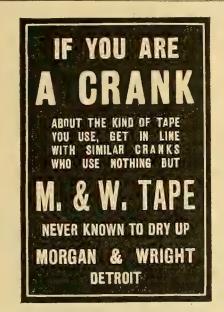
Unlimited pursuit—Won by George Wagner; second, Edward Carroll. Distance, 3% miles. Time, 8:27.

Unlimited pursuit, open—Won by A. Halstead. Distance, 13-10 miles. Time, 2:04.

Two mile handicap—Won by J. Mesigal (50); second, P. Lawrence (14); third, W. Nelson (75). Time, 7:013/5.

#### Touring Club Aids Forest Preservation.

One of the broadest and most useful efforts of the Touring Club of France,



NEW YORK BRANCH: 214-216 WEST 47TH ST.

which, originally an organization of cyclists only, has more recntly increased its scope, and has a very extensive organization at the present time, is its work in the line of forest preservation. Realizing that country travel would be barren sport without shade trees, the club has taken up the work of forest presevation with a will. In each of the 88 departments of France, where the organization has local representation, efforts are being made to preserve the forest timber. Schools have been established where the country children are taught the value of timber, prizes are offered to encourage the planting and presevation of the trees, and through its legal department a number of forestry laws have been passed. The general result of this campaign is of course manifested in the high esteem in which the club is held by government officials and public spirited citizens, and the privileges which it seeks for its members are obtained with less and less difficulty as time goes on.

#### WHEEL TAX FOR STREET REPAIRS

Chicago's New Source of Revenue Under State Law Just Enacted—Bicycles and Motorcycles May Escape.

Nearly everything on wheels in Chicago will be subject to the new "wheel tax," to be levied under an act which was passed in the lower branch of the Illinois legislature on Tuesday, 26th inst., by a vote of 104 to 13. It already had been passed in the Senate, and now is in the hands of Governor Deneen, who has indicated his intention of signing it. Bicycles and motorcycles are liable to taxation under its provisions, although according to the views of important city officials they may escape, baby carriages and wheelbarrows being the only things on wheels that are really exempt.

This legislation was inaugurated by Mayor Busse of Chicago, at whose request the bill was draited and introduced in the legislature. He had been advocating a wheel tax ever since he took office in April last, his argument being that it offered the best means of preserving the pavements in Chicago. The measure was enacted as an amendment to the cities and villages act, and it will enable any city or town in Illinois to levy a tax on all vehicles for the purpose of raising funds for repairing streets and public ways. Attached to the bill is an emergency clause which will make the act effective as soon as it is signed.

As soon as the measure becomes law Mayor Busse will send to the city council a message calling attention to the action of the legislature and advising the passage of an ordinance levying the taxation authorized, and fixing the rates. The amount of money to be raised by this means will be determined by the council. Mr. Hanberg, commissioner of public works, and Mr. Doherty, superintendent of streets, already have worked out a tentative schedule of rates. They estimate that more than 80,000 vehicles use the streets of Chicago. This estimate does not include bicycles and motorcycles, which possibly may escape taxation. Following is the way the sum works out to give Chicago a revenue of \$673,000 for street repairs: Automobiles, 6,000, taxed at \$20, \$120,000; single horse rigs, 45,000, at -\$5 each, \$225,000; double horse wagons, 25,-000, at \$10 each, \$250,000; three horse spikes, 400, at \$15 each, \$6,000; four horse wagons, 3,600, at \$20 each, \$72,000.

Already there is evident a feeling in favor of discriminating against the automobile and making the tax proportionately greater than in this schedule, the arguments being based on their alleged greater destructiveness to road surfaces and the presumed wealth of their owners. Back of it, of course, is the prejudice of anti-motorists, and this class may be expected to advocate the taxation of motorcycles, if by any chance these vehicles should appear likely to escape.



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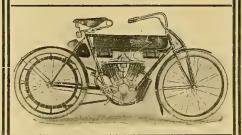
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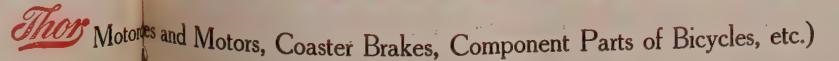
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#### The Week's Patents.

868,707. Carburetter. Walter C. Schneider, Detroit, Mich. Filed Feb. 25, 1907. Serial No. 359,232.

1. A carburetter comprising a carburetting chamber, a channeled hub within said chamber, a feed inlet passage opening leading into the channel of the hub, a manually operated valve to control said channel, and a rotatable fan supported upon said hub below the valve.

868,732. Press for Vulcanizing Pneumatic Tires. Amedee E. Vincent, Noisy-le-Sec, France. Filed June 12, 1907. Serial No. 378,563.

1. A press for vulcanizing pneumatic tires comprising, an upper half-shell securely fixed in position, a lower half-shell, the main cylinder of the press and its piston, a mov-able platen borne by the piston of the cyl-inder to which the lower half-shell is secured, a core on which the pneumatic tire to be vulcanized is applied, hydraulic jacks whose cylinders are securly fixed in position and which bear the core, springs which join the movable platen of the hydraulic press with the core, substantially scribed and for the purpose set forth.

868,658. Bicycle. Gideon J. Hamacher, New Dundee, Ontario, Canada. Filed March 26, 1907. Serial No. 364,701.

1. In a bicycle or similar vehicle, the combination with the main frame and the driving axle provided with vanes, of a casing secured to the main frame rounding the vanes on the axle and having a suitable exhaust outlet, pump cylinders secured to the casing and communicating with the interior thereof, pistons and piston rods for the said cylinders and treadles secured to the piston rods as and for the purpose specified.

868,671. Bicycle Brake. George Kukovac, Chicago, Ill. Filed May 22, 1907. Serial No. 375,149.

In a bicycle brake, the combination of a brake drum fixed to the wheel of the bicycle, an arm clamped at its opposite ends to the rear forks of the frame, an angular block one flange of which is fixed to the arm, a band extending around the drum, one end thereof being fixed to the other flange of the block, a lever fulcrumed on the block and connected to the other end of the band, and means to operate the lever.

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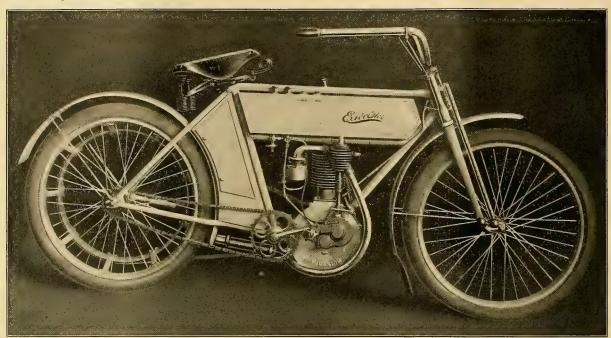
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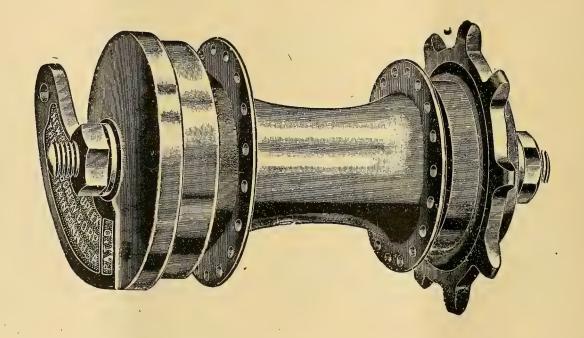
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Volume LVI.

New York, U. S. A., Saturday, December 7, 1907.

No. 11

### THOR FIXES MOTORCYCLE FIGURES

Prices Announced Relieve Some Apprehension—The Spring Fork a Leading Feature of the New Line.

Since the Aurora Automatic Machinery Co. decided to market complete Thor motorcycles, their announcement of the prices that would apply to their product has been awaited with no small interest. As several other manufacturers are using their motors and fittings it was realized that any figures that might be set would have considerable bearing on the industry. The prices, which were made public this week, are, however, such as will relieve any apprehension that may have existed. They are as follows:

For 2¼ horsepower model, all chain transmission, and with Aurora spring fork, \$200.

For 3 horsepower model, with geared motor drive and Thor spring fork, \$250.

For 5 horsepower twin model, with geared motor drive and Thor spring fork, \$300; with magneto, \$50 extra.

If the Aurora fork is preferred on either the 3 or 5 horsepower models, the prices will be \$25 less than those quoted.

The Aurora people place great faith in their distinctive Thor fork, which is offset from the head of the machine, to which it is attached by ball bearing levers or hinges, a piston and cylinder arrangement providing the cushion. The Aurora fork embodies the same general principle but it lacks the piston and cylinder device and the ball bearing hinges, not being offset from the head of the machine, but forming an integral part thereof.

#### Imperial Working on a New Model.

While it is not ready for marketing, the Imperial Motorcycle Mfg. Co., Brazil, Ind., has under way a two cylinder motor bicycle which will employ shaft drive, and be regularly equipped with magneto and a two-

speed gear. The company, which is not incorporated, recently was formed by Jay L. Hand and M. C. Cooprider, and they are not yet prepared to say much about their machine.

#### Two-cycle Motor Bicycle Coming.

The Motorcycle Equipment and Supply Co., Hammondsport, N. Y., which has been marketing the Erie motorcycle outfits, is almost ready to launch a light weight motor bicycle equipped with a two cycle motor. The motor has been made for the other Hammondsport concern by the G. H. Curtiss Mfg. Co., and is said to be one of the lightest and most compact and ingenious little engines that has been produced for many a day; in fact, Curtiss himself is reported to have fallen in love with it.

### Reorganizes and Drops "Thomas."

That well known Buffalo motorcycle, the Thomas Auto-Bi, now is just plain Auto-Bi; its makers also have dropped "Thomas" from the company title and this week reincorporated under New York laws as the Auto-Bi Co., with \$50,000 capital. New capital has been put into the business but C. E. Becker and W. C. Chadeayne will remain the active heads of it. With John W. Van Allen they are named as corporators of the new company.

#### Benson Leaves Hartford Rubber.

E. R. Benson, secretary of the Hartford Rubber Works Co., has resigned that office to engage with the Cadillac Motor Car Co., Detroit. Benson, who is well known to the bicycle trade, particularly in the East, has practically grown up with the Hartford company, having worked his way up from the lower rounds; on that account, his change will prove in the nature of a considerable surprise.

#### Makers to Meet Next Wednesday.

The postponed meeting of the Cycle Manufacturer's Association has been fixed for Wednesday next, 11th inst. It will be held in Hotel Belmont, New York.

#### LITTLE NOVELTY AT CHICAGO SHOW

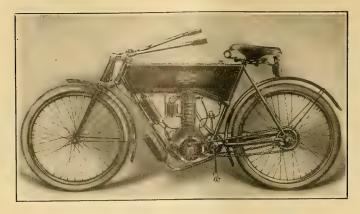
Six New Exhibitors Reinforce the New York Show Contingent, but Few Striking Departures Are Disclosed.

Of course, nothing startling was disclosed in the motorcycle section of the Chicago automobile show, the doors of which will be closed to-night after a week's run. As nothing startling was expected, and as a fair business, rather unequally distributed, was transacted, any disappointment that may be felt was not of a general nature.

To tell the whole truth, however, the motorcycle section itself is not up to expectations. It lacks the impressiveness of the display in Madison Square Garden, New York, which being apart from automobiles and automobile accessories, entirely filled the eye of the visitor. At Chicago, the motorcycles fill but one row, instead of two, and they are flanked fore and aft and at both ends by displays of automobile wares. There are practically as many exhibitors as at the New York show but they occupy only about half as much space and some of the stands are unduly congested.

While the embellishment of the main building is very elaborate, the room in which the motorcycles are staged is devoid of decoration and it is, therefore, rather cheerless. There simply is an overhead frame, painted white, on which the names of the exhibitors are spelled out in raised letters.

The Hendee Mfg. Co. alone are employing an "added attraction." It consists of a genuine Seneca Indian—a Carlisle graduate—attired in fringed moccasins and feathered head dress, who, seated in the Indian tricar keeps the awestruck children at a safe distance. The three horsepower Indian ridden by Stanley T. Kellogg in the Chicago Motorcycle Club's 600 miles





3 HORSEPOWER THOR, \$250

3 HORSEPOWER MASON, \$225

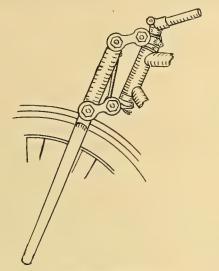
endurance run, also occupies a place in the booth. Although only three men participated in the run, it proved a strenuous undertaking for them, the short, chilling days and frozen ruts making the going anything but agreeable. Kellogg's Indian is exhibited to demonstrate how little it had been affected by the trying conditions. Every one so disposed is invited to test its compression, which withstood, without budging an inch, the weight of a man standing on the pedal. George M. Hendee himself, who is in charge of the exhibit, explained that this remarkable result is due to the new grooved piston which is employed in the 1908 Indians.

All of the motorcycle exhibitors are located in the same room, but two of the late comers, the Auto-Bi Co. and E. L. Hess, Chicago agent for the R-S, are apart from their fellows and sandwiched between automobile goods. In all, there are 14 exhibits of motorcycles, representing as many different brands and constituting a total of 45 machines. It is wholly an American show; no foreign machines are in evidence. The Ovington Motor Co. had been billed to display the F. N., but did not put in an appearance.

Thor Motorcycles. Aurora Automatic Mach'y Co., Aurora, Ill.

While for many years Thor has been a familiar name on motors and carburetters, until the present show it was never attached to a complete motorcycle. recent embarkation of the Aurora Automatic Machinery Co. into the competitive field was in the nature of an event and it follows that their first display of Thor motorcycles attracts its full share of attention. There are three of them in evidence, one of 21/4 horsepower, with chain transmission, and two of 3 horsepower with the new internally geared Thor motor, one of them equipped with dry battery ignition, the other with Bosch magneto. All are substantial machines of distinctive appearance. The larger machine employs a truss frame, with a combination tank of generous proportions, secured between the upper and lower tubes; the tank itself is oval shaped and yet of original design in

that both ends are beveled or wedge shaped; it contains the fuel, oil and battery of three dry cells, the latter being stowed in the forward compartment, which is provided with a hinged door, making it merely a matter of seconds to get at the battery for any purpose. The oil reservoir embodies a force feed pump, within the immediate sight and reach of the rider. The motor, the dimensions of which are



THOR SPRING FORK

23/4 by 31/4 inches is secured vertically in a loop in the frame. Double grip control is employed—a Bowden wire to the throttle, a flexible shaft to the commutator. Long V-shaped handle hars serve to add to the individuality of the machine.

The 21/4 horsepower Thor model differs considerably from its running mate. The motor is secured vertically in a loop in the frame, but the latter is of the single bar and not of the trussed type. The tank, attached to the top tube, is of box shape and is made only with gasolene and oil compartments, the latter provided with a force feed pump. The battery is contained in a metal case of novel design, and is secured to the rear stays and mudguard. It is of an exaggerated T shape, the tail of the T being cylindrical and of such a size as will snugly hold one dry cell; the other two cells are

contained in the oval and flattened body of the case.

The Thor people employ two spring forks, both of which are wholly unlike any others in use. On the 3 horsepower model the regular equipment is the Thor fork, which is not an attachment, but a complete fork and stem in itself, the stem not being inserted into the head of the frame, as usual, but being offset therefrom, Four ball bearing levers or hinges connect the fork stem of the frame with the parallel extending fork sides, making eight connecting points. These can be adjusted to any desired tension or screwed up rigidly when desired. The levers forming an offset from the fork, the fork sides are made straight, which in itself, it is asserted, reduces strain. The cushioning properties are derived from a piston and cylinder arrangement supplemented by coil springs. The piston has a packing which acts as a shock absorber and rests on a coiled spring. In addition a pneumatic cushion is effected and a severe shock is principally taken care of by air, enough leakage being provided for equalization. There is also a spring buffer used as a safety device in particularly severe recoils. The cylinder arranged for absorbing the shock is hinged diagonally on the head and fork bearings and can be detached without taking the fork apart.

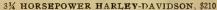
The Aurora fork, so-called to distinguish it from the other one, is the regular equipment of the 21/4 horsepower machine. It incorporates the hinged principle, but is minus ball bearings, and is not offset, the stem entering the head of the frame in the usual manner. The cushioning effect is obtained from exposed helical springs.

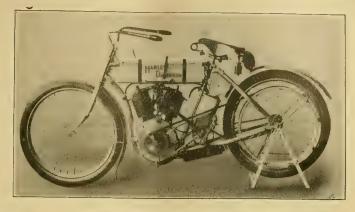
Manson Motorcycles Fowler-Manson-Sherman Co., Chicago.

While the new Manson mounts the Thor motor and carburetter as well as some other of the Thor parts, it is yet possessed of considerable distinctiveness, noticeably in the original design of trussed frame employed. Other new features are the tank construction and the handle bars, which are longer and wider than those employed heretofore.

The frame is of the horizontal truss bar







6 HORSEPOWER HARLEY-DAVIDSON, \$275

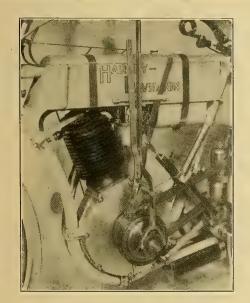
type, carrying the combination tank in the upper panel and with a bottom tube which, instead of being curved around under the crank case, is broken, the motor being bolted vertically to the ends. The third point of support for the motor is obtained by an anchorage from the top of the cylinder head to the center of the truss bar. The crank hanger is eccentric, thus permitting independent pedal chain adjustment, and either Thor or Corbin coaster brake is fitted

The motor is the Thor standard 3 horsepower type, with cylinder dimensions of 23/4 by 31/4 inches, bore and stroke, and equipped with the new internal gear drive. The Thor adjustable compensating sprocket is used on the rear wheel. The electrical equipment consists of three standard dry cells, stowed in a compartment of the tank and a Pfanstiel coil, which is carried on the seat-post mast adjacent to the cylinder. The tank capacity is 6 quarts of gasolene and 3 pints of oil, the latter being fed to the motor through a hand pump mounted on the side of the tank. The wheel base is 51 inches, and the wheels are 28 inches diameter, with 36 and 40 spokes, front and rear, respectively, and are shod with 21/4inch, double clinch G & J tires. The weight of the complete machine is 130 pounds. In addition to the stock machine answering to the specifications, the exhibit also contained a neat passenger side car which is made in the form of an attachment tor the regular models.

#### Harley-Davidson Motorcycles. Harley Davidson Motor Co., Milwaukee.

As a motor bicycle which has earned respect and attention by deserving it and the reputation of which has been immensely enhanced by its performance during the past season, the Harley-Davidson, finished in French gray, could not well escape notice and remark. Evidence of its performance, in the shape of a collection of cups and medals, was contained in a glass cabinet in one corner of the booth. The newest feature of the exhibit was the two-cylinder machine which made its debut on this occasion. It is practically a doubling-up of the single cylinder motor, which is to say that it is one of the most powerful

appearing motor bicycles in America; it looks as if it should be able fairly to tear a hole in space and to drag the hole after it. Its cylinders are  $3\frac{1}{8}$  by  $3\frac{1}{8}$  inches, developing full 6 horsepower, and, as stated, save for the engine and the use of two coils, it is identical with the single cylinder Harley-Davidson, or "Harley," as its west-



LANG TWO-SPEED GEAR

ern following terms it. It lists at \$275; magneto extra.

The single cylinder model, which retails at \$210, retains all of its familiar characteristics, minor refinements only having been found possible. Its motor measures 31/2 by 31/8 inches, and delivers 31/4 horsepower. It is secured nearly vertical in a loop in the frame. Transmission is by flat endless belt 11/2 inches wide. The frame is low, 20 inches, and the wheel base, 54 inches. Two and one-half inch tires are the standard equipment. Double grip control is employed. The combination oil and fuel tank attached to the too tube of the frame is of generous proportions, and for 1908 will be made with round instead of sharp corners, with the filler hole for the gasolene constituted of a spout secured in the forward and beveled end of the tank; it is of such size as will accommodate any funnel, and also permit the depth of the contents to be readily seen. The range of belt adjustment also has been increased, the sector for the lever operating the ball bearing idler now being made with five stops or notches instead of one as heretofore. The Harley muffler cutout, once opened, could not be closed without dismounting, but this lapse has been remedied by the addition of a rod and a lever attached to the side of the tank which permits the muffler to be opened or closed at will. The use of a two-piece crank hanger, of larger and wider mud guards, and of a fork with stronger springs and bracket are other minor improvements.

One of the features of the Harley-Davidson exhibit is the only American device of the sort, the Lang two-speed gear, designed to be applied to that machine, but equally applicable to other belt driven motorcycles; and also adaptable to chain drive as well. Briefly, it consists of a friction clutch attached to the engine pulley, and embodied in the clutch mechanism a planetary reducing gear which may be thrown into operation when the clutch is out, by applying a brake band on the outside of the drum containing the gears. The gear shown has a 4½-inch pulley of 1½-inch face, and gives speed ratios of 10 to 1 on the low, and 4 to 1 on the high speeds, together with an absolutely free engine. The gear and pulley complete, weighs 8 pounds, and the complete gear is only 3 inches wider than the plain pulley which it replaces.

Along side the pulley and between its inner face and the crank case, is mounted loosely over the shaft a drum carrying three studs, each carrying loosely a pair of pinions made in one piece, but having different diameters. One of these gear faces is meshed with a corresponding pinion on the end of the engine shaft, while the other is in gear with a pinion fixed to the end of the pulley shaft, which is disconnected from the crank shaft and may revolve at a slower rate of speed. Ordinarily, when the engine is turning, the resistance to motion of the driving pulley is so great as to cause it to act as an anchor against which the pinions in mesh with its shaft work, much as a lever works against

(Continued on page 370)



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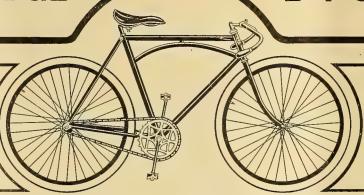
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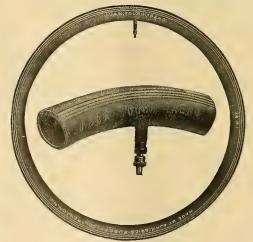


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NEW YORK, DECEMBER 7, 1907.

#### Farmers and the Bicycle.

Under the very noses of the dealers throughout the country an immense retail business in bicycles is being conducted in which they have no part but which if divided among them would greatly swell their receipts. Few dealers have occasion to know or realize the number of bicycles that are being sold by mail to the farmers and their sons. In fact, few dealers exhibit any concern as to whether the farmers buy bicycles or not, making no effort to get the business and leaving the rich field almost entirely to the mail order houses.

Unattractive as are any thoughts of going out into the country to try to sell bicycles to farmers, it is quite possible that the dealers, in the language of the sporting fraternity, are "overlooking a good bet." Two essential facts point to this conclusion. The first is that the farmers have actually got money, and the second is that they are buying machines. If little bicycle advertisements in mail order papers can win big quantities of that money, what could a live, flesh and blood salesman do if

he were on the spot with a shining bicycle of the latest model?

Years of struggling under mortgages and debt have given the farmers a more or less habitual air of poverty and parsimony quite deceptive as indicating their later prosperity and bank balances. In the rustic way they are shrewd bargainers and can do an uncommon lot of wrangling over a comparatively small purchase. There is, too, something of an underlying antagonism between city or town folks and country folks, which, while having no apparent reason, dates back from the beginning of history but with a constant diminution until at the present time it amounts to only a mild class prejudice with very little application to individuals. All of these things, in addition to the physical discomforts of rural canvassing, disincline the city dealer from entertaining any plans to get country trade. Superficially it does not seem worth while going after it.

Under the scholarly and high-sounding name of "pragmatics" there is a modern philosophy which maintains that the true test of anything, be it art, poetry or business, is whether it makes money. Such a test is the true one for the farmer proposition, without regard to whether a dealer likes to do business with farmers, or not. A few trips well planned and carried out would show whether the agriculturist's money was forthcoming in exchange for bicycles in any particular locality with sufficient readiness to prove interesting.

The bicycle is a thing that has all kinds of argument for it so far as use in the country is concerned. If a farmer cannot be persuaded to buy a machine for himself he can be brought to buy one for his son on the practical ground that the quickness with which the latter can go to the postoffice, where the rural free delivery is not, or run messages, without the necessity of "hitching up," will pay for the expense in time saved. A little sentiment about buying the boy a present and giving him some of the pleasures that a city boy has, may also be used. Among the farmhands and helpers standing around during the demonstration there will in all likelihood be several with both the inclination and the money to buy one of the latest models for themselves, if for no other reason than that they have a long walk over to a certain house nearly every evening and then a long walk back again when the girl sends them home. Then it is a quick way to get to town, or to get to the nearest drug store

in case of accident and bring back what the doctor orders, the physician having been summoned by the usual farmer's telephone. A hurry call from the kitchen for baking powder can be answered by so fast a trip to the store and back that the worried housewife will be able to have dinner ready for all hands on exact time after all. The bicycle, in fact, offers the many advantages of quick communication and transportation, and to the country resident corresponds with the city man's trolley cars or subways.

It only remains, therefore, for the dealer to let it penetrate into his consciousness that farmers have got money and that they are buying bicycles, and further, that they would buy a great many more if a live man went out to get their business. It is not too much to say that there should be a bicycle for every farm.

#### Renewing Their Recognition of Bicycles.

Current events in the automobile business, which is at present passing through some of the phases incident to the bicycle business before the latter became a staple and settled industry, proclaim the wisdom of many of the large dealers in retaining a strong grip on their bicycle trade while at the same time taking up the sale of motor cars.

The unpleasant features which are almost certain to accompany the rise of any new industry where exceedingly rapid growth and big profits invite over-production and a subsequent settling down, are more or less present in the automobile situation just now, and dealers who have been handling both bicycles and cars are developing a renewed appreciation of the former as a steady article of merchandize. It is true, also, that automobile merchants, here and there now are more willing to give heed to talk of motorcycles than was the case even a twelve-month since.

That this eye-opening is real is evidenced by increased orders for bicycles that are reported by the manufacturers as coming from dealers who have in the past few years been giving more enthusiastic attention to motor cars than to their bicycles, but who now are turning to the latter again to yield them the reliable and substantial profits that go far to "pay the rent" and other important incidentals. This renewed recognition of the bicycle as a basis of good, solid business, is but one other of the hopeful and healthy signs of the times.

### LITTLE NOVELTY AT CHICAGO SHOW.

(Continued from page 367

its fulcrum, the result being that the drum containing the gears is made to revolve at a rapid rate. When the brake band is applied to the outside of the drum, however, it is brought to rest and held firmly, so that the only possible transmission of the engine power is through the pulley, which thus is made to turn more slowly than the engine.

When it is desired to secure the high speed, however, a plate mounted over the shaft on the motor side of the gear is forced over against the latter by means of three little bell crank levers, which are raised away from the shaft by a cone which is slid under them as the lever is applied. The effect of this is to clamp the entire gear together and cause it to turn as a single part, two fibre surfaces being interposed between the metal plates of the clutch and pulley, to ensure good engagement with little wear. The effect when the gear is thus engaged, is precisely the same as though there were no gear at all, the pulley being simply keyed to the crank shaft in the usual way.

The low gear is applied by means of a long lever rising beside the tank and held by a notched rack when pushed forward. The high is engaged by a second lever which is vertical and is moved cross-wise of the machine to pick up the clutch fingers. The engine becomes perfectly free when either lever is released and each must be relased before the other is applied. By altering the diameter of the pulley any desired reduction may be obtained on the high, while with the present arrangement of gears, the reduction obtained on the low will be 21/2 times greater. By altering the gear ratio, of course, this also may be changed to suit any requirement.

### Auto-Bi-cycles. The Auto-Bi, Buffalo, N. Y.

Now the pioneer American motor bicycle and always one that has incorporated some daring or characteristic features, the Auto-Bi for 1908 is in keeping with its predecessors; indeed, although two models are presented for next season, one listed at \$185, is identical with this year's Auto-Bi, while the new member of the family—price \$210—differs chiefly in respect to equipment; frames and power plants are the same.

The changes that have been made are few and unimportant and are confined to the \$210 model: It has steel rims and  $2\frac{1}{2}$  inch double tube detachable tires, instead of wood rims and single tube tires, a brace in the front fork and a primer for the cylinder has been provided consisting of a small independent pipe from the fuel tank to the head of the motor provided with a small cock, which permits the flooding of the engine for cleaning purposes or for assisting it to start in cold weather. The commutator has been enclosed and option

on a new float feed carburetter of Auto-Bi design has been afforded. In all other respects the machine is the same as heretofore

The Auto-Bi people have not been dissuaded by the talk of upright motors. They had one several years ago, but for 1908 they will adhere to the inclined engine built into the lower tube of the trame,



AUTO-BI DIVIDED MOTOR BASE

which is of the trussed pattern, but with the truss tube disposed much lower down than usual. The motor itself is of the outside fly wheel type with the crank case made in two parts, which are divided diagonally to promote accessibility. For transmitting the power there still is employed the chain belt, which so long has been an Auto-Bi



AUTO-BI SPRING FROK

feature, and no change has been made in the long used trussed spring fork. The dimensions of the 3 horsepower motor are 3½ by 3½ inches; it is unusual in being made regularly with an auxiliary exhaust port.

#### Torpedo Motorcycles. Hornecker Motor Mfg. Co., Whiting, Ind.

Four models constitute the Torpedo line for 1908—two equipped with Thor motors and two with 4 horsepower Antoine imported motors; a fifth model, with Thor

twin cylinder, will be added later. All are set upright in trussed frame, the disposition of the motors in the frames differing in each case. With the 21/4 Thor engine, the loop takes the form of a cradle; with the 3 horsepower internally geared Thor, the diagonal tube of the frame is curved to fit and the same is true of one of the Antoine models; in the case of the other Antoine, the lower tube is broken and is bolted to th motor. Chain transmission is employed on each model, in the case of the two Antoines the gear being direct from engine to large compensating sprockets on the rear wheels; there are no countershafts or other reductions as in the case of the Thor engines. In all save the 21/4 Thor, which was the sole 1907 Torpedo, the line is distinctive in having the crank hanger mounted unusually high and above the motor base. The use of 26-inch wheels only further distinguishes the Torpedo line, as does the use of a straight triple tube spring fork, the springs being disposed in the central tube. In the new models, the large combination tank, secured between the top and truss tubes of the frame, holds not only fuel, oil and battery, but the coil as well; the cells and coil are stowed in the same compartment, which is fitted with a sliding door, which is a contribution to accessibility. The cells are held tightly in place by a board rounded to afford a snug fit. No battery plug is used. Instead, a two-way switch is affixed to the upper part of the seat mast. A force feed pump is incorporated in the oil reservoir. The wheel base of the two Torpedos with Thor motors is 50 inches, and the prices \$190 and \$225, respectively. With the Antoine motors, the dimensions of which are 33% by 31/4 inches, the wheel base is 50 inches for one and 44 inches for the other, the latter being listed at 110 pounds and having dropped bars and low, backward saddle position for racing; the price, however, is the same for both, \$225.

#### Armac Motorcycles. Armac Motor Co., Chicago, Ill

Always original, the Armac as designed for 1908, is, if anything, more original. In its former makeup, there was not much latitude for radical departure, but enough of it was discovered to institute an unusual innovation, which does not, however, alter the general appearance of the machine. It is the boast of the Armac makers that not an ounce of tin or solder enters into their product and when, therefore, it was desired to enlarge its fuel capacity, they did some thinking. The combination tank itself was a length of 4½-inch oval tubing, which forms an integral part of the top tuge of the frame. To increase the gasolene capacity to 7 quarts, the oil compartment was dispensed with and the seat mast of the frame utilized for an oil tank. An oval tube was brazed around the mast and provided with a filling spout and a force feed oil pump; and it may be added that it does





3 HORSFPOWER ARMAC, \$200

not in any way appear freakish; the cap of the filling spout is provided with a check valve to prevent slopping of the oil. For 1908, a new commutator is adopted, employing the conventional type of cam and blade instead of the Armac form, which permitted oil to reach the contact points. The means of operation also is different from that formerly used. The commutator box is now made with a spring finger on its underside, which comes in contact with an insulated plate affixed to the motor base. When the motor is stopped by operating the grip, the finger is, of course, moved off the insulated plate and the electrical current thereby automatically broken. A new grip control also has been adopted; it employs flexible steel shafting, running through brass guide tubes, instead of Bowden wires. In all other respects, save trifling ones, the Armac is as heretofore. It uses its distinctive 3 horsepower motor set vertical in a loop in the frame, the motor still being made with an offset intake and exhaust chamber: its dimensions are 3 by 31/2 inches. Transmission is by 28 degree V belt. The wheel base is 53 inches, the weight 138 pounds and the price \$200. Option is afforded of either 26 or 28 inch wheels. The Armacs display was finished in patriotic colors, one each in red, white and blue.

The following is the summary of the exhibits:

Aurora Automatic Machinery Co., Aurora, Ill.-Three Thor single cylinder bicycles, one equipped with magneto.

Auto-Bi Co., Buffalo, N. Y .- Three single cylinder bicycles.

American Motor Co., Brockton, Mass .--Two M-M- single cylinder bicycles.

Armac Motor Co., Chicago, Ill .-- Four single cylinder bicycles.

Consolidated Mfg. Co., Toledo, Ohio-Two Yale single cylinder bicycles.

G. H. Curtiss Mfg. Co., Hammondsport, N. Y .- One single cylinder, two twin cylinder and one eight cylinder bicycles.

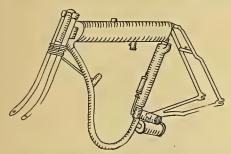
Excelsior Supply Co., Chicago, Ill .-Three single cylinder bicycles.

Fowler-Manson-Sherman Cycle Co., Chi-

cycles, one with s'de car.

Hendee Mfg. Co., Springfield, Mass .--Three Indian single cylinder bicycles, one twin cylinder with magneto, one tricar.

E. L. Hess, Chicago, Ill.-Four R-S mo-



ARMAC FRAME WITH INTEGRAL TANKS

torcycles-one twin cylinder bicycle with magneto; one single cylinder tandem, one single cylinder tricycle, one single cylinder carrier tricycle.

Harley-Davidson Motor Co., Milwaukee, Wis.—One single cylinder bicycle; one twin cylinder bicycle.

Hornecker Motor Mfg. Co., Whiting,



VIEW OF "MOTORCYCLE ROW" AT THE CHICAGO SHOW

#### 3 HORSEPOWER AUTO-BI, \$210

cago, Ill.—Two Manson single cylinder bi- Ind.—Three Torpedo single cylinder bicy-

Light Mfg. and Foundry Co., Pottstown, Pa.—Two Light single cylinder bicycles.

Merkel Motor Co., Milwaukee, Wis .-Three Merkel single cylinder bicycles.

#### How the Newspaper Got Its Pictures.

Newspaper readers in St. Paul had reason to thank the motor bicycle recently for enabling them to have in their afternoon papers pictures of a foot ball game in progress that day at the Northrup field. The staff photographer of the Dispatch, after snapping several plates at the start of the game, put them in a lightproof rubber bag and handed them to W. B. Stout, known to thousands of St. Paul and Minnesota boys as "Jack Knife," to be carried back to the Dispatch office in St. Paul. Stout was provided with a speedy R-S motor bicycle, and making a run for it, he forgot all about speed limits. The importance of his mission and the haste that was necessary to get the pictures in the paper caused his forgetfulness of the laws, and in spite of the fact that in coming into town he had to slow up for traffic many times, he covered the nine miles in just fifteen minutes.

"Fun!" said Stout, in describing the ride, "I should say it was fun. The machine was a new one to me and I did not have a bit of trouble, except that half way back it suddenly stopped. I was mighty worried for a minute, but a quick examination showed me that in my haste I had neglected to insert the ignition cut-out plug properly and it was half way out of its socket. By pushing it into its place everything was all right again and I made such speed that the slight delay did not matter and the plates were delivered into the engravers' hands in plenty of time to give the paper's readers splendid photographic views of the game."

#### More Motorcycles for Police.

The Massachusetts State police are to be provided with 13 new M-M single motor bicycles, while the metropolitan police force of Boston will add one more to the number already in use; the Boston machine, however, will be a two cylinder.

#### ARMSTRONG'S BOUFFE WARFARE

Previous Attempt Irregular, He Signs Charges Against Grupe, Addressed to Himself—A Gingery Reply.

Although their days as officials of the Century Road Club of America are numbered, neither of them having been renominated, A. G. Armstrong, president of the national organization, still is "gunning" for Ernest G. Grupe, secretary-treasurer of the New York State Division. His suspension of Grupe for alleged neglect of duty having been declared irregular, Armstrong now has filed formal written charges as required by the constitution. The charges are addressed to A. G. Armstrong, president, and, amusing to relate, the first signature on the list of complainants is also A. G. Armstrong. Of the ten other joint plaintiffs, Grupe says two are his friends who signed "for a purpose," while five of the others, he maintains, no longer are members of the organization, their membership having expired, in one instance, as long as four months ago.

The "crimes" laid at Grupe's door are (1) unnecessarily absenting himself from meetings; (2) refusing to send out notices of meetings; (3) refusing to recognize the assistant secretaries appointed by resolutions of the Division, and (4) "causing to appear in the Bicycling World, which is known to be opposed to the organization, certain articles criticizing the club and its officers."

In a voluminous affidavit Grupe has entered a general denial. He swears that he never unnecessarily absented himself from meetings, or refused to send out notices thereof, but on the contrary, always had the interests of the whole organization at heart, as can be proven by the number of new members he secured. He declares that the Division has been controlled by a clique dubbed "Armstrong & Co." and that it was this clique that had assistant secretaries appointed without warrant of the constitution, and whose demands for his books and records he (Grupe) admits he has refused. He further declares that Armstrong had made repeated threats against him and later, after he had become disgusted with the "outlaw" (and now deceased) National Federation of Amateur Motorcyclists, and had applied for reinstatement by the National Cycling Association, Armstrong sought to have him suspended as secretary-treasurer of the Century Road Club Division, which suspension was declared illegal, and has since boasted that he would have him (Grupe) thrown out of the organization. Grupe further declares that nothing but the truth has appeared in the Bicycling World and rightly adds that "it always has looked to the best interests of our organization, as is known to every member who read it," and

that "a good many members know that the editor of the Bicycling World was one of the founders of this organization." Finally Grupe states that the charges are "again improperly brought" in that some of those who signed them are not members in good standing, which, if true, will require Armstrong to take another new tack in his pursuit.

The joke of the whole affair is that before the charges can be tried both Armstrong and Grupe will be out of office. Grupe says he did not desire re-election and that whether or not Armstrong wanted it, he will be buried so deep in the pending election that he never will be heard of again.

#### One More of the Old Guard Surrenders.

On Wednesday last, 4th inst., there passed away, at his home in South Orange, N. J., as the result of an attack of pneumonia, one more of the old guard of cyclists, Charles Hearsev Fenner. Although better known in the South than in this part of the country, Fenner had been almost continuously identified with the cycling interests for the better part of his 51 years. He managed the bicycle department which his brother, Col. E. C. Fenner, attached to his immense carriage emporium in New Orleans, some 25 years ago, and which was one of the very first, and for years, by far the largest cycling establishment in the South. Thereafter, "Charley" Fenner played a part in every movement that had to do with cycling in that part of the country. He was a member and usually an officer of the several clubs that were formed in New Orleans and was captain of the last and most unique of them all, the Louisiana Road Club, composed of a handful of rough riders who explored swamps and canebrakes and penetrated where bicycles never had been seen before -or since. Fenner also had served a term as captain on the military staff of the Governor of Louisiana,

Seven or eight years ago, Fenner came East, where he was born, and soon thereafter was attached to the Bicycling World's staff in the capacity of illustrator, and so served until about a year since. A quieter, more unobtrusive, unassuming, more conscientious, or a gentler man never drew breath. He was too gentle, too unassuming for his own good; another man of his talents must have made his mark. A gentleman by birth and breeding he was yet handy with the tools of trade and had ability not only as an artist, but as a musician, a modeller, a carver of wood and as a writer of the difficult Creole patois, of which he was a splendid mimic also. When in humor he could be a rare entertainer and light hearted companion. But he was a hard man to "draw out," and of late years his retiring disposition became accentuated. But a more likable man never lived. If ever there was a human being who had no enemies and who gave no cause for enmity, that being was Charles Hearsey Fenner.

### DIAVOLO'S "TOUR" HALTS IN JAIL

His Unfinanced Wanderspiel Interrupted at Richmond—Charged with Obtaining Money by Misrepresentation.

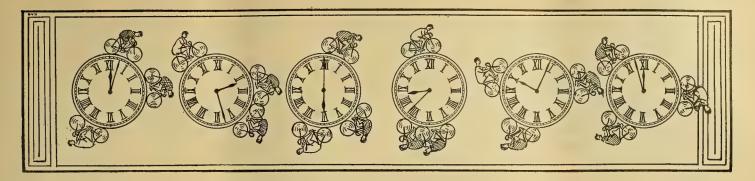
With fanciful tales about a \$20,000 wager on his ability to make a bicycle tour of the United States in seven months, starting from New York without a cent in his pocket and returning with \$5,000, without doing a stroke of work beyond giving exhibitions of trick riding, Jack Diavolo, whoever he may be, created quite a stir in Richmond, Va., until he was this week lodged in jail for obtaining contributions from business men and others under representations that were alleged to be deficient in truth.

Diavolo, who has some ability as a trick rider, claimed that his wager was with Joseph Pulitzer, of the New York World, and he exhibited alleged credentials signed "The New York World, by J. W. Pulitzer." Inquiry of that paper, however developed an official expression that "The man is purely a fraud and a fake," and pronounced his story about the agreement with Pulitzer as false.

He was arrested as a suspicious person after having given a number of street exhibitions of his riding skill and taking up collections, and the police then learned of his activity in soliciting business men for contributions to his "wager fund." Upon peeking into his record it was learned through the Salvation Army that Diavolo had left a wife in destitute circumstances in Columbia, S. C., and that she had had to apply to the Salvation Army there for assistance. When in Columbia, the husband neglected his wife, as is alleged, and made the ru m demon his temporary affinity and the liason was continued in Richmond. In keeping that part of his alleged agreement which forbade his soiling his hands with work, he had apparently been most exact, but a search of his pockets when arrested indicated that the necessary sum of \$5,000 which he was to flash at the finish of his long tour was painfully absent.

#### Permits Limited Sidewalk Riding.

Recognizing the bicycle as a legitimate vehicle for people going to and from business, the city council at Hudson, Wis., has passed a special ordinance permitting its use on the sidewalks from 6 to 7:30 a. m. and from 5.30 to 6.30 p. m. This permission applies only where the condition of the roadway is such as to make sidewalk riding a necessity. Two of the main streets are denied the bicyclists so far as the sidewalks are concerned, owing to their usually being crowded at the hours specified, and a speed of six miles an hour is indicated as the maximum when operating under the privileges of the ordinance.



### Ready for the Annual Six Day Merry Go Round the Clock

THE TEAMS THAT WILL START.

Victor Dupre, France.

Ireland; John Benyon, England.

French team—Leon Georget, France;

Irish-English team - Harry Reynolds,

James J. Corbett, former pugilist and present near-actor, will fire the pistol at one hour past midnight to-morrow (Sunday) that will start sixteen riders, representing that many teams, in the fifteenth annual six day grind. All the six day family and the twins will begin their six day vigil and some of them will be on watch until the last night of the race. Of course the price of admission will be raised at the finish, but Willie will save enough out of

Robert Walthour.

Inter-City team-Joe Fogler, Brooklyn; James F. Moran, Boston.

Atlantic-Pacific team—Charles A. Sherwood, New York City; Carl Limberg, San

French Team-Louis Darragon, France; Petit-Breton, France.

Utah-Iowa team—W. E. Samuelson, Salt Lake City; W. L. Mitten, Davenport.

Germany; Johann Stol, Holland.

Chicago-New York team-Iver Lawson, Chicago; Urban MacDonald, New York

French Italian team—Edmond Jacquelin, France; Carlo Vanoni, Italy.

Long Island team—John Bedell, Lynbrook; Menus Bedell, Lynbrook.

Irish-American team—Pat Logan, Boston; Walter A. Bardgett, Buffalo.

Mormon team—S. H. Wilcox, Salt Lake City; Saxon Williams, Salt Lake City.

German-American-Belgian team—Floyd Krebs, Newark; Arthur Vanderstuyft, Bel-

Syracuse.

gists and near ones, students of ethical culture and just plain students of types will visit Madison Square Garden during the week and more or less inflict the community with the results of their observa-

Incidentally, it may not be out of place to call attention to the fact that the "bicycle face" the "six day bug", the "doped eye," the "faltering, hesitating half-dead rider," the "crazed man who wanders in



German-Holland team-Walter Rutt,

Yankee-Dixie team—Matt E. Downey, Boston; R. J. Walthour, Atlanta.

Western team—Hardy K. Downing, San Jose; Norman C. Hopper, Minneapolis.

Farmer-Messenger Boy team-J. Frank Galvin, New Milford, Conn.; George Wiley,



Floyd Krebs.

the basement calling for his mate," and the other weird attractions will be presented by the yellow newspapers, one by one, as the race begins to assume the proportions of an endurance contest.

So far as the merits of the principal acrobats are concerned it must be admitted that the management has got together a collection of six day riders apparently better than ever before has been presented to a willing-to-be-separated - from - its - money New York. The foreigners look good and



Walter Rutt.

his week's wages to pay the difference and Maud will forego chocolate almonds for a week before Christmas, while father will treat mother to a sight of weary bicycle riders plugging away the miles in listless manner. After it is all over everybody will go home, and sleep the sleep of the unjust and exhaustion, and if they have money enough Sunday morning, purchase newspapers to ascertain who won the race. Sixteen moralists or more, as many sociolo-



S. H. Wilcox.







James Benyon.

John Bedell.



John Reynolds.



Victor Dupre.



Frank Galvin.







Iver Lawson.



Arthue Vanderstuyft.



James Moran.

particularly one team—Rutt and Stol—appear strong enough to run away with first money, but it is a long cry from start to finish and there are untoward possibilities to be met and overcome.

An innovation is to be tried this year in the matter of colors for the different teams. In previous races the teams were supposed to select one kind of jersey and ride under that color or colors throughout the race, but no one ever obeyed this rule. This year the riders will be compelled to ride in colored bicycle caps in lieu of num-

bers, and the riders will be distinguished by the colors.

There is another innovation, the most important of all. There will be no red flag for falls this year. In previous races, especially in the last race, the riders had a habit of falling to save themselves from being lapped and it is to prevent a recurrence of the abuse of last year that the management has decided to do away with the red flag. The new rule, which explains it fully, is as follows:

"In case of an accident to one or more

riders during the progress of the race by falls the bell at the scorers' stand will be struck five times to notify the riders that no laps can be gained until the field is again complete. When the field is complete by the remounting of the fallen riders or their team mates, three strokes of the bell will announce the resumption of the race. The entire field with the exception of the fallen men must remain on their wheels upon the track at all times. When a fall occurs to a rider who is in the rear of the field and who is separated therefrom, and there is



Matt E. Downey.



Charles A. Sherwood.



Urban MacDonald.



Leon Georget.

## Complete



### Represent the Highest Achieve

In response to a great demand for a Motorcycle of the highest type of perfec that we are now building Motorcycles complete—single and double cylinders—er Designed, built and assembled in the largest and best equipped plant in the wo pioneer company in the business with a universal reputation for turning out work

### **BRANDENBURG & COMPANY**

103 Reade Street, New York 85 East Lake Street, Chicago

**Exclusive Sales Agents** 



Motors for Motorcycles, and Component Parts, Coaster Brakes and Bicycle Hubs.

### **MANUFACTURERS**

of High-Grade Motorcycles employing the Thorn Motor will be supplied with these motors, with all improvements, in the future as heretofore, thereby affording the prospective purchaser of a Motorcycle who demands the Thor Motor a variety of designs, all having their good features, to select from.

A FEW OF THE MORE PROMINENT AND LARGEST OF THESE MANUFACTURERS ARE THE FOLLOWING:

LIGHT MANUFACTURING & FOUNDRY CO.. Pottstown, Pa. EMBLEM MANUFACTURING CO......Angola, N. Y. FOWLER-MANSON-SHERMAN CYCLE MFG. CO., Chicago, Ill. HORNECKER MOTOR MFG. CO......Whiting Ind. BROWN & BECK ...... Denver, Colo.

Speedy

Durable



### LES AGE

In All Parts of the World for

Correspondence Solicited with Responsible and Progressive Dealers.

### Automatic

General Offices and Works: (Manufacturers of the Thor Moto



## Motorcycles

### ent in Motorcycle Construction

entirely of the Thore manufacture, we take pleasure in announcing to the trade lying many new and meritorious features that will appeal to the rider and the trade. devoted to the manufacture of Motorcycle motors and component parts—by the nanically perfect—the **Thore** is beyond question the BEST complete Motorcycle yet produced.



Reliable

el Motorcycle

Strong

### WANTED



Ther Complete Motorcycles

Address all Communications Regarding Complete Motorcycles to

### A Few Points of Superiority

The Motorcycle is extremely comfortable on account of location of motor in the frame; this construction in combination with the Thor improved spring fork, which is ball bearing and air cushioned and scientifically correct in design, produces a machine that is safe, silent and practically indestructible.

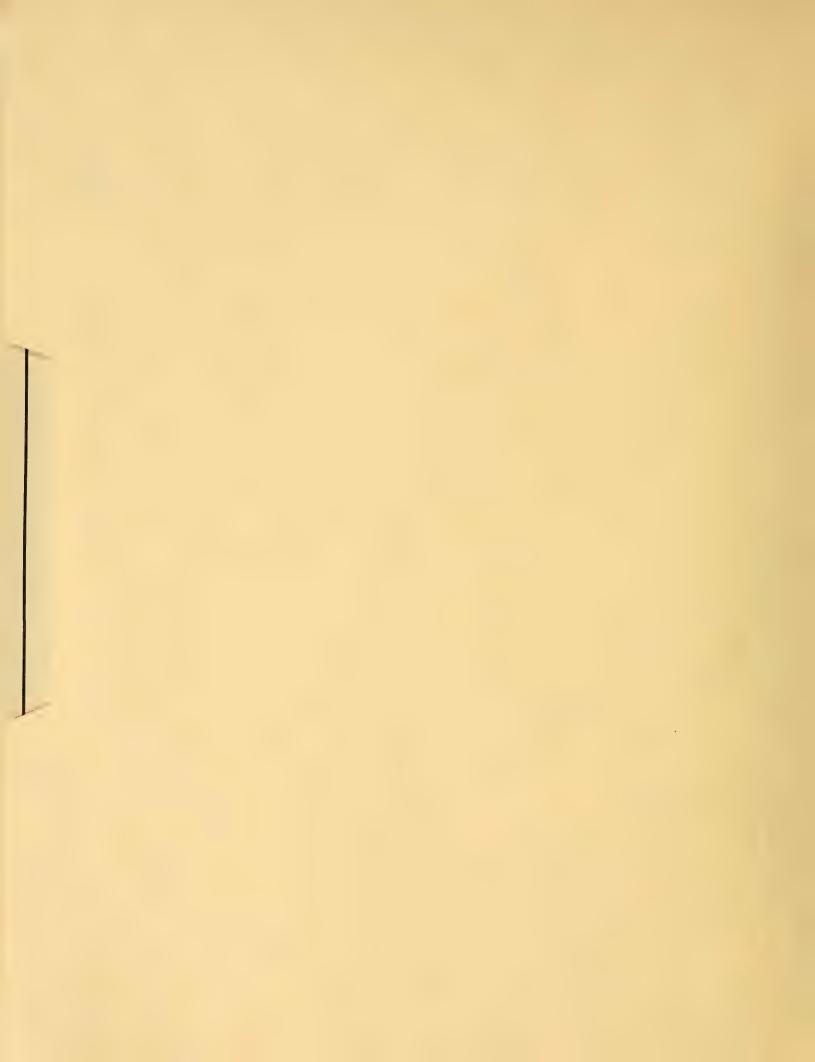
The transmission consists principally of one piece run entirely on large ball bearings, composed of chrome nickel internal gear mechanism, self-oiling, clean and dust-proof. The motor shaft is relieved from all chain strain.

Built in Several Models—Some with Magneto Ignition Single or Double Cylinders

DETAILS FURNISHED UPON REQUEST

### lachinery

s and Motors, Coaster Brakes, Component Parts of Bicycles, etc.) Aurora. Illinois



# Complete Motorcycles

### Represent the Highest Achievenent in Motorcycle Construction

In response to a great demand for a Motorcycle of the highest type of perfector entirely of the Thory manufacture, we take pleasure in announcing to the trade that we are now building Motorcycles complete—single and double cylinders—emodying many new and meritorious features that will appeal to the rider and the trade. Designed, built and assembled in the largest and best equipped plant in the word devoted to the manufacture of Motorcycle motors and component parts—by the pioneer company in the business with a universal reputation for turning out work rechanically perfect—the Thore is beyond question the BEST complete Motorcycle yet produced.

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DETAILS FURNISHED UPON REQUEST

## Aurora Automatic Machinery Company

General Offices and Works: (Manufacturers of the Thor Motorycles and Motors, Coaster Brakes, Component Parts of Bicycles, etc.) Aurora, Illinois





Edmond Jacquelin.

manifestly no interference or cause for such a fall, the bell will not be struck and the race will continue as though such fall had not been made, and all laps gained will be counted."

The track was completed last night and the riders will have their first work outs upon it to-day. Although measuring ten laps to the mile, the track is shaped differently this year. The straights are longer and the saucer as a whole is narrower than it was on the occasion of former six day races.

The prize money is the same as in former races and there will be the usual extra prizes at the ending of each hour. The



Carlo Vanoni.



Johann Stol.

winning team will divide \$1,500; the second team, \$1,000; the third, \$700; the tourth, \$500; the fifth, \$300; the sixth, \$250; and the seventh, \$200. This is, of course, exclusive of bonuses paid to riders, as nearly all the riders are getting \$200 and upwards to start the race.

The added attractions for the week have not been announced, but Thorwald Ellegaard, former world's champion, and Frank L. Kramer, will meet in two match races, besides giving exhibitions, and Nat Butler or Winfield O'Connor, the former American jockey, who accompanied the foreign riders across the pond, will probably ride paced races and give exhibitions.

To prophesy who will win the race would



Louis Darragon.



George Wiley.

be akin to jumping off a precipice in the dark and wondering where one would land. Anything and everything might happen before the ending of six days. There are, however, several teams that stand out in startling prominence in the mind's eyes of the dopesters. They are Fogler and Moran, Rutt and Stol, Walthour and Downey, Bardgett and Logan, and Downing and Hopper. Six days will tell the tale, but in the meantime the personnel of the riders may give a tip on the capabilities of the various contestants and at the same time serve as condensed history of their careers.



Walter A. Bardgett.

### CAREERS AND RECORDS OF CONTENDERS IN THE SIX-DAY RACE

Leon Georget, France.

Leon Georget was born at Chattelcrault, France, October 2, 1879. Is 5 feet 8 inches in height and weighs 156 pounds. Georget in height and weighs 150 pounds. Georger began life as a mechanic and started racing as an amateur in 1900, turning professional two years later. He won the famous Bordeaux-Paris race in 1904, and finished first in the Bol d'Or, both in 1903 and 1907, and was second to Breton in 1904. He competed in the six days race last year with his brother. Emile. as partner, and with his brother, Emile, as partner, and the team finished eights.

Victor Dupre, France.

Victor Dupre was born at Roanne, France, March 11, 1884. Is 6 feet 1 inch in height and weighs 170 pounds. Dupre is a sprinter and finished second in the French championship in 1905 and again in 1906. Was the tunner-up in the French Grand Prix this year.

Harry Reynolds, Ireland.

Harry Reynolds is a native of Balbriggan, County Dublin, Ireland, having been born in 1875. He weighs 180 pounds and measures 5 feet 9 inches. Eleven years ago measures 5 feet 9 inches. Eleven years ago Reynolds was an amateur of the first order, winning 37 firsts during the season. In 1894 he won his first Irish championship and the following year he scooped the boards as he did in 1896, at the end of which he went to Australia, where he was very successful. At the close of the season of 1898 he retired for five years, but returned to the path and had great success turned to the path and had great success in Great Britain. Reynolds won the world's championship in 1896, and was third in 1897.

John Benyon, England.

It was as an amateur that John S. Benyon, of London, made his best showing. In 1903 he finished second to Reed in the world's championships, and the following year was third. Benyon won the title in 1905, and turned professional the following year. Benyon also went the granteur. ing year. Benyon also won the amateur Grand Prix in 1905. Although he has rid-den in America this will be his first six day

Joseph Fogler, Brooklyn.

Winner of the six day race for two successive years, Fogler has gained an enviable position in long distance riding. Fogler was born in Brooklyn 24 years ago. He stands 5 feet 10 inches and weighs 174 He turned professional in 1904 to ride in the six day race, and since that time has always been counted upon. business is that of killing time and riding a bicycle, an expert at both. In the Boston six day race this year Fogler finished second and during the time he was riding there won 10 firsts and two seconds out of twelve starts.

James F. Moran, Chelsa. Mass.

James F. Moran, of Chelsea; is a glutton James F. Moran, of Chelsea; is a glutton for hard work and is always ready and willing when the rough work begins. He started six day riding in 1902, when, with Stinson, he finished fifth. The following year saw him teamed with Keegan and ninth money was their portion. Moran did not finish in 1904, but with MacLean, won third place in 1905. Last year Matt Downey was his partner and the judges gave them was his partner and the judges gave them seventh money, although it is thought they finished fourth.

C. A. Sherwood, New York City.

Sherwood is one of the youngest and most promising riders in the race. Although he has been riding only during the last few years the young New York broker has made a reputation second to none. He has held the amateur championship for two years and was in a fair way to become the road champion when he decided to turn professional and compete in the Boston



Norman C. Hopper.

six day race this fall. Sherwood is a clean-cut young sportsman, barely 21 years of Although tall and slender, he weighs 165 pounds.

Carl Limberg; San Jose, Cal. "Cheese" Limberg, as he is popularly



Hardy Downing.

known, is one of the 58 varieties that California has produced. As an amateur Limberg was eminently successful, but he has never started as a six day grinder. He is a good plugger and with Sherwood to do

the sprinting the team should make a good showing. By occupation Limberg is a chauffeur for Thomas F. Ryan, the New York traction magnate.

Louis Darragon, France.

Louis Darragon was born in Vichy, France, February 6, 1883. He started life as an apprentice and did not begin racing until 1901, when he figured well in his district. He tried sprint racing with only moderate success, but since 1904, when he took up paced racing he has been the best rider in his class, and has more victories at his belt than any other living pace fol-lower. He has held the world's paced championship and also the paced championship of France for two successive years. He competed in the six day race in 1902, but quit before the end of the week.

Petit-Breton, France.

Lucien Mazan, or Petit-Breton, as he is commonly known, was born at Plesse, France, October 18, 1882. He was brought up in Argentine Republic, where his paup in Argentine Kepublic, where his parents resided until six years ago. Breton started racing at Buenos Ayres in 1899, and when he went to Paris in 1902, he soon established a record as a long distance rider. Among his important victories are Bol d'Or of 1904, and the Tour de France. The coming contest will make his fifth six day race.

W. E. Samuelson, Salt Lake City.

Few riders can show a better record than Y. E. Samuelson, the Mormon rider from Salt Lake City, but in the last year or so he has not been riding as well as he should. Samuelson gained motoriety when, several years ago he "beat" his way across the continent on freight cars in company with W. E. King, to compete in the six day race as the "Hobo team." In 1904 Samuelson competed with Williams as mate and finished in third position. He did not ride in 1905, and last year was put out of the race by accidents to himself and mate, Hollister.

W. L. Mitten, Davenport. "Little" Mitten, as he is familiarly known, came to New York City three years ago unheralded and unknown. He could not ride a bicycle fast enough to keep warm, so the following year he went to Salt Lake City where he was also a "dub." Mitten was persistent, however, and a season among the best riders almost made a rider of him, and what was not accomplished that year was finished this season, when Mitten was a regular performer. He competed in the Boston six day race and made such a good showing that he was immediately engaged for the Madison Square Garden grind. Mitten is a potato grower on a large scale out in Iowa.

Iver Lawson, Salt Lake City. Although he has ranked in the first class of American riders for many years this will be Iver Lawson's first attempt at six day riding. Lawson's record is well known, his greatest achievement being the winning of the world's sprint championship in 1904. He holds many short distance records and has been the favorite rider at Salt Lake City for the last three years.

Johann Stol, Holland.

Stol comes from Amsterdam, Holland, and is 22 years of age. He started riding in 1902, and has held the championship of his native country for several years. He turned professional in 1903. Has ridden in three six day races. In 1904, with Vanderstuyft as his partner, he finished second to

Root, and the following year fourth money was their portion. Last year Stol was put out of the race by an accident to Vanderstuyft, and only gave up after being on the track fourteen hours.

Walter Rutt, Germany

Walter Rutt, the big German who closely resembles National Champion Kramer, was born at Aachen, Germany, September 12, 1883. Rutt went to college to study medicine but before receiving his degree was icine, but before receiving his degree was struck with the cycling fever and as early as 1899 was seen racing. He went to Paris in 1901 and that same year finished second to Ellegaard in the Grand Prix. Rutt's path has been one of triumph since then. Last year he competed in the six day race with McFarland and was expected to win, but lost his head in the final sprint. He is the only one of the foreigners to be greatly feared, that is, the team of Rutt and Stol. U. MacDonald, New York City.

Two years ago Urban MacDonaid was Two years ago Ordan MacDonaid was an ordinary amateur. A season on the Salt Lake saucer has made a finished rider of him. The team will be a popular one as "Mac" has a great following in New York City, MacDonald is 22 years of age, stands 5 feet 10 inches, and weighs 170 pounds.

Edmond Jacquelin, France. No rider has had more ups and downs than has Edmond Jacquelin. Born at Santenay, France, March 31, 1875, Jacquelin as a nay, France, March 31, 1875, Jacquel'n as a youngster gave promise of becoming a good bicycle rider. His world famed reputation dates from 1894 when, almost a novice, he surprised the world by almost defeating Arthur Zimmerman. There is no doubt that Jaquelin has won more championships that Jaquelin has won more championsmps than any living sprinter, taking the world's title in 1900 and the Grand Prix shortly after. Although Zimmerman invented the so-called "jump," practiced by every sprinter of note, it was Jacquelin who improved upon it by strapping his feet to the pedals, a practice that will outlive him. Jacquelin has had a varied career and has tried his wife at many trades, but whenever he his wits at many trades, but whenever he needs money always goes back to the track, which may explain in a measure his visit to America and first appearance in a six day

Carlo Vanoni, Italy.

Vanoni was born in New York City 30 years ago, but his parents moved to France when he was but eight years of age, later going to Argentine Republic, where Vanoni received his start as a bicycle racer. While he has never astounded the world, Vanoni While has been a consistent winner. This will be his third six day race. In 1905 he was put out after Gougoltz( his partner, retired with a broken rib, and after Vanoni had tried several other partners with indifferent success. Last year's accidents caused him to miss the finish.

Robert Walthour, Atlanta, Ga.
"Bobby" Walthour is the best grandstand rider the world has ever produced. He has the happy faculty of knowing how to please the public which has made him one of the most popular riders of the track. Walthour has had a long career and has two six day races to his credit, the grinds of 1901 and 1905. Of late years he has ranked as the best American pace follower, having won the world's championship in 1904. Walthour is 28 years old, married, and has four

Matt Downey, Boston. After winning the amateur championship in 1905, Downey turned professional to compete in the six day race. He made such an excellent showing that he was heralded as a wonder. Last year he rode with Moran and although the team was given seventh position it was the opinion that Downey finished better than that. Downey is a professional chauffeur between six day races and has had an uphill fight to win his spurs as he has been the support of a widowed mother and several sisters for several years.

John Bedell, Lynbrook, L. I.

The Bedell brothers are among the oldest six day riders yet chasing after the elusive long green. John is the older of the brothers and has been riding for many years. Hard luck has always been the Bedells' portion in six day grinds, and although they have never won a race, have always been well up. They finished fourth in 1902, seventh in 1903, and were eliminated in 1904. They finished second in 1905 and an accident to Menus broke up the



W. E. Mitten.

team last year. John is the sprinter of the

Menus Bedell, Lynbrook, L. I. This year Menus Bedell has been iollowing pace in Germany with unusual success.

Menus is the stayer and may be counted upon to do more than his share of the work. Menus is the more popular of the brothers as he fraternizes with the bicycle riders to a greater extent.

Walter A. Bardgett, Buffalo. "Bridget" Bardgett ranked high as an amateur and when he turned professional and went to Europe in 1904, was at his best. He met and defeated some of the best continental cracks, among them Walter Rutt. Returning to America he spent two seasons at Salt Lake and went abroad again this season, winning many firsts and seconds in France and Germany. With Root as his partner he finished third in the Boston six day race. Bardgett is 26 years old and will celebrate his birthday on the track Friday, the 13th, which combination he thinks ought to win him the race.

Patrick Logan, Boston.

Patrick Logan began six day riding in 1904, when he teamed with Keegan. The Irish combination took fourth money back to Boston. In 1905 Downey was his partner and last year with the late Louis Mettling as his mate finished fifth.

Saxon Williams, Salt Lake City. Although carded as a Mormon, Saxon Williams is far from it. He was born in Buffalo, N. Y., 28 years ago, but has been riding in Salt Lake City for several years. He competed in the race of 1904 with Samuelson when the team finished third.

S. H. Wilcox, Salt Lake City. Wilcox is another Mormon rider, holding membership in that church. Wilcox was the best amateur at Salt Lake City three years ago, which fact led him to believe that he could mix with the professionals and hold his own. He tried it in the six day race of 1905, but being only a "kid" 16 years old, could not hold out. Two seasons as a professional has made a rider of him also, and Wilcox expects to be in at the finish next Saturday night.

Floyd Krebs, Newark, N. J. Floyd Krebs, the "Fying Dutchman," is a three time six day race winner. His record dates from 1902 when with the late

George Leander, the team won the race and Krebs gained for himself the sobriquet of "Flying Dutchman." Later he finished first in a six day race at Philadelphia and two weeks ago he won at Boston.

Arthur Vanderstuyft, Belgium

Vanderstuyft made his debut at six day riding in 1903, teamed with Samson, and the pair finished ninth. The following year Stol was his stable mate and the combination walked away with second money. In 1905 Stol was again his partner and rourth money was their portion. Last year Vanderstuyft was put out of the race by an accident in the fifth day. Abroad Vanderstuyft has been a notable rider, the Bold'Or, the Grand Prix Marseille and second in the world's championships being among his better performances.

Hardy K. Downing, San Jose, Cal.

Like Bardgett, Hardy K. Downing will celebrate his birthday on the track. Downing will be 30 years old on December 10th, which falls on Tuesday, the second day of the race. At sprinting or following pace, it does not make any difference to Downing, he is always at the gate when the pay checks are handed out. Downing and Bowler finished sixth in 1905, and last year Downing ran Fogler a mighty close race for first money, being beaten in the final sprint by less than the width of a wheel. Downing is a mine worker times, and owns a paying claim in Nevada.

N. C. Hopper, Minneapolis.

Hopper is 27 years old, stands 5 feet 7 inches and weighs 150 pounds. He began riding in 1897 and turned professional in 1902. Hopper holds several sprint records. In 1903 he went to Australia and won the great Sydney Thousand, a race as classic as the Grand Prix of France. Hopper was the first American to win this event. With Hollister he finished fifth in 1905, and last year was second with Downing, after one of the gamest rides in the history of six day plugging, as he rode practically the entire six days with a badly wrenched shoulder. Hopper will go into this race badly handicapped, as he has been sick for some weeks.

J. F. Galvin, New Milford, Conn. Galvin is known as the "Farmer," as he farms and raises fancy poultry between times. He also acts as a chauffeur once in a while to satisfy his craving for speed. Galvin has competed in many six day races and while he usually sticks at his task of grinding out the miles, has never been returned a winner.

George Wiley, Syracuse.

George Wiley acquired his speed while chasing special delivery letters in Syracuse, N. Y. Prior to joining the cash chasers last year Wiley was one of the country's best road riders, and the time prize in the famous Belle Isle race at Detroit has been his upon several occasions. Wiley has been following pace this year.

#### **BOSTON SEES TWO LIVELY MEETS**

Foreign Cracks Fail to Capture Any of the Events—Fogler Winner in Twenty-five Mile Race.

Joe Fogler of Brooklyn, and James F. Moran, of Chelsea, who will team in the New York six day race, laid unmistakable hold upon the cash prizes at the Saturday night meet at the Boston indoor saucer, 30th ult. Fogler won the 25-mile open, while Moran took Hardy Downing's measure in a paced race. About 3,000 spectators witnessed the contests,

The 25-mile open brought together a galaxy of professional cracks, including, Darragon of France, Nat Butler, Hugh MacLean, E. F. Root, Joe Fogler, Floyd Krebs, A. N. Anderson of Denmark, Pat Logan, Walter Bardgett, N. C. Hopper, W. L. Mitten, C. A. Sherwood, D. Holbrook, Dennis Connolly and Matt Downey.

Nat Butler went up front and scored the prize for the half mile, while Walter Bardgett got the next. In the third half mile Darragon decided to win some prizes and although Matt Downey attempted to take it away from him the Frenchman got the cash. Darragon took another for luck and then dropped back into the bunch. Pat Logan led at five miles.

Something amusing occurred at the tenth mile. A special prize was up to the winner and Root went after it with Fogler on his wheel. The Boston "fans" think they are a wise bunch and were dead certain that Root and Fogler were such sworn enemies that Fogler would sure wallop his erstwhile partner just for spite. But when Fogler let Root win the prize and then flagged the bunch while Root tried to steal a lap, they couldn't figure it out Root and Fogler a team? Never! But they did, and Logan and Downey had to stop Root's attempted lap stealing stunt.

The pace told and French tires could not stand the pressure so at 20 miles the only riders left in the race were Fogler, Darragon, Downey, Krebs, MacLean, Mitten and Sherwood. At the last mile Downey started to pull Logan for the finish, while Fogler yelled to Sherwood to get his rear wheel. The order was unchanged until four laps to go, when Fogler and Sherwood rushed to the front. They finished in this order with Krebs third and MacLean fourth.

Two restarts were necessary in the Downing-Moran paced race, but once under way both men ground out a fast pace. Moran was faster and attempted to pass Downing on the fourth mile, but the San Josean stalled him off with a sprint that made Moran lose his pace. The Chelsea milkman recovered and was about to pass Downing when the bell rang.

Kramer, who has been at the Boston track training in preparation for his match

against Jacquelin tonight, rode a quarter mile exhibition in the fast time of 25% seconds, close to the world's record. Tom Connolly, as usual, rode rings around the "simon pures" in the one mile amateur. The summaries:

Twenty-five miles open, professional—Won by Joe Fogler, Brooklyn; second, C. A. Sherwood, New York City; third, Floyd Krebs, Newark; fourth, Hugh MacLean, Chelsea; fifth, W. L. Mitten, Davenport, Iowa; sixth, Pat Logan, Boston. Time, 1:02 35%.

Ten miles motor paced match, professional—Won by James F. Moran, Chelsea; second, Hardy K. Downing, San Jose. Time, 16:25%.

One mile amateur lap—Won by Tom Connolly, 36 points; second, C. Connolly and J. Currie, tied with 25 points; fourth Fred Hill, 17 points. Time, 2:13\%.

One quarter mile exhibition—By Frank L. Kramer. Time, 0:253/5.

Knowing that it would be his last appearance in Boston for a few weeks at least, Walter A. Bardgett, the crack Buffalo sprinter, decided to make a killing at the indoor meet Thursday night, 5th inst. He almost won both events, showing a clean pair of heels in the mile open, but a puncture put him out of the ten mile open, which went to Moran. Nat Butler won the paced race against Hugh MacLean, when the latter fell in the final and deciding heat.

Eleven cash chasers lined up for the ten mile open, which had special prizes to the leader of each half mile. Moran went out after the 21/2 mile prize, and after he won it instead of easing up, kept going. Pat Logan went after him and after a halfmile ride joined Moran far in advance of the field. The field was demoralized, but out of the ruck came Matt Downey and Mitten, and they joined Moran and Logan for a lap on the field. At the gun for the last mile Root worked for Moran, but he jumped so quickly that the milkman could not connect, seeing which Hardy Downing came to the rescue and brought Moran to the front. Little Mitten gave Moran a game fight for the honor, but Moran caught the judges' eyes by a few inches. Downey was third and Logan fourth.

Root and Moran were shut out in the first heat of the mile open by Bardgett, Logan and Downey, and in the second heat the order was Downing, Sherwood, and Anderson. Downing headed the procession at the bell, with Sherwood second, but Bardgett brought into play his newly acquired French jump on the back stretch, passed Sherwood and hooked on Downing. In the final go Bardgett jumped again and won by a clear length from Sherwood, who nipped Downing for second place. Anderson was fourth.

Three five mile heats constituted the match between Butler and MacLean. MacLean won the first easily and Butler seemed to have little trouble in marking the sec-

ond heat on his side. In the second mile of the final heat the rear tire on MacLean's pacing machine burst. Rider and pacemaker tore up the boards, and MacLean called a doctor to attend to his numerous cuts and bruises. As MacLean was unable to continue the match was awarded to Butler. The summaries:

Five mile open, amateur—Won by C. Connolly; second, Tom Connolly; third, W. H. Bussey. Time, 11:55%. Mile prizes won by Hill, Bussey, Gorman and Stillman.

Ten mile open professional—Won by James F. Moran; second, W. L. Mitten; third, Matt Downey; fourth, Pat Logan. Half mile prizes—Moran 7, Logan 3, Mitten 3, Holbrook 2, Darragon, Anderson and Bardgett 1 each.

Half mile open, professional—Final heat won by Walter Bardgett; second, C. A. Sherwood; third, Hardy Downing; fourth, A. N. Anderson. Time, 1:07%.

Five mile motor paced match—First heat won by Hugh MacLean. Time, 8:32%. Second heat won by Nat Butler. Time, 8:30%. Final heat awarded to Butler after MacLean fell.

#### Hawkins Takes the C. R. C. A. Medal.

J. B. Hawkins, the new Association crack, had little difficulty in making good his handicap of one minute and winning the ten mile handicap of the Century Road Club Association at Valley Stream, N. Y., last Sunday, 1st inst., thereby clinching his lead for the yearly championship. This was the last race in the series and eight riders tried for the honors. Nerent and Schlosser were on scratch and the former almost nipped J. B. Berlenbach, who finished fourth from the one minute mark, at the finish. E. Schuber, 3 minutes, was second, and Peter Wollenschlager, 4 minutes, was third. Time, 31:26.

As this was the last race in the championship series the medal will go to Hawkins with 18 points, representing three firsts and one second. J. B. Berlenbach is second with 6 points and Nerent, Schlosser and Schuber were tied for third place with 5 points each. Their positions were decided by tossing a coin and Schlosser won, Nerent losing to Schuber.

Following the Association race the Tiger Wheelmen held a five mile scratch race for club members. James Byrnes proved the best sprinter and won from Nicholas Kind by a narrow margin. Frank McMillan was third, and J. B. Berlenbach fourth. Time, 14:42.

#### Collins Defeats Contenet in Paris.

Elmer J. Collins, the young American pace follower, won a notable victory at the velodrome D'Hiver, Paris, Sunday, 24th ult., when he defeated Contenet, Parent, Simar and Wills in an hour race. In the hour Collins covered 75 kilometers 866, and finished one lap in front of Contenet, who was two laps ahead of Parent. Simar was lost in the rear while Wills quit.

The fact, that there were

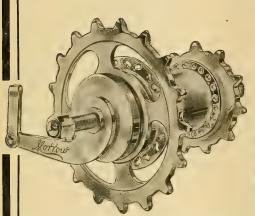
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#### **DE MARA RACES IN TWO CLASSES**

He Jumps into the "Pro" Ranks, and Out Again—Results of Two Meets at San Francisco.

San Francisco, Nov. 23.—Walter DeMara turned professional last night when he met Emil Agraz in an unlimited match pursuit and disposed of him easily. Agraz's triends were willing to bet all kinds of money that Agraz would wipe up the floor with DeMara. There was a different tale to tell after the race. De Mara gained steadily after the first three laps and overhauled Agraz in 1 mile 7 laps. Summaries:

Half mile handicap—Won by Lee Thomas (50); second, Porteus (60); third, Galli (60). Time, 1:03%.

Two mile tandem pursuit—Won by Steinemann-Crandall; second, DeMara-Long. Time, 3:47%. Distance, 17-10 miles.

One mile invitation—Won by Schiller; second, Mesigal; third, Halstead. Time, 2:173/5.

Three mile lap handicap—Won by Mc-Laughlin (scratch); second, Bassett (scratch); third, Halstead (50). Time, not stated.

Unlimited pursuit—Won by Percy Lawrence; second, Leo Thomas. Distance, 21/2 miles. Time, 6:43.

Unlimited match pursuit—Won by Walter DeMara; second, Emil Agraz. Distance 17-10 miles. Time, 3:58%.

San Francisco, Nov. 27.—The feature of the meet at the saucer track last night was a co-called "nigger" race, or what is usually known as a miss and out race. Little Leo Thomas, the coming champion, finished first. Although virtually a novice little Thomas will be a world's champion the way it looks now as last night he gave Black and Schiller a severe drubbing, and they set up to be real classy speed merchants. The referee does not know his book for he allowed Walter DeMara to compete in the amateur races. By riding against Emil Agraz, who is a professional, a night or two ago, DeMara placed himself in the professional class, and he has no business to mix with the "simon pures" against Emil Agraz, who is a professional, will undoubtedly be called upon to make an explanation to the National Cycling Association. The summary:

One mile handicap—Won by Walter De-Mara (scratch); second, P. Lawrence (15); third, Randall (45). 2:123/5.

"Nigger" race, 1½ miles—Won by Leo Thomas; second, Black; third, Schiller. Time, 3:44½.

Unlimited pursuit—Won by Bassett; second, George Wagner; third, Halstead. Distance, 2½ miles. Time, 6:46.

Two miles invitation—Won by Nelson; second, Sulivan; third,, Halstead. Time 4:46%.

Five mile lap handicap—Won by Randall (130)); 'second,' McLaughlin (scratch); third, Lawrence (15). Time, 12:44%.

#### Hill Climbing Record for Derkum.

As usually proves the case where automobiles and motorcycles mix the latter won the honors at the annual Thanksgiving Day Box Spring hill climb at Riverside, Cal., November 28th, but failed to get the full credit they deserved. The best time made by an automobile on the long  $3\frac{1}{2}$  mile rise was  $5:21\frac{1}{2}$ , but in the free-for-all motorcycles Paul Derkum, riding a two cylin-



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der Indian not only won the event and made the automobile's time look like that of a dray horse, but established a record for the hill by making the ascent in 4:21\%. W. G. Collins, Indian, was second in 5:20, and F. B. Buenneman, Indian, third; his time was 5:25\%. C. W. Risden, Indian, made the best time in the class for singles, covering the course in 5:27\%. H. Lightcap R-S, was second in 5:50\%, and Charles Knoll, Armac, third, in 5:57\%. The meet was the most successful ever held on the Box Springs course and an estimated crowd of 5,000 lined the long uphill road.

#### American Manager to Invade Sweden.

According to an apparently well grounded report from Salt Lake City, John Halvorson, who managed the Salt Palace saucer track for several seasons, will build a modern bicycle track in Stockholm, Sweden. After the close of the Salt Lake racing season and after he disposed of his interest in the track Halvorson sailed for Stockholm, his boyhood home, which he had not seen in twenty years. According to report Halvorson has written that he will build a track in Stockholm on the plan of the Salt Palace saucer, and will offer inducements for American riders to go to Sweden.

#### **VANDEN DRIES A ROAD CHAMPION**

He Wins the Stroud Wheelmen's Ten Mile Race—Steadiness of Pace a Feature of the Contest.

On account of threatening weather a small crowd turned out to witness the ten mile road championship of America held at Barrington, N. J., last Sunday, 1st inst., by the Stroud Wheelmen, and which had been postponed from two previous dates by reason of adverse weather conditions. As several of the entrants got what are commonly called "cold feet," the trial heats were unnecessary. William Vanden Dries, of the New York Athletic Club, won the title, although Richard Hemple, of Atlantic City, and W. R. Stroud, of Philadelphia, did not let him take it without a struggle.

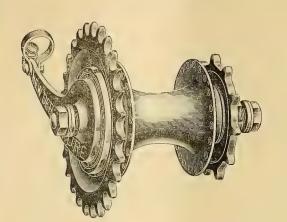
At the start Stroud went to the front, wih Vanden Dries close up and the remaining six riders all bunched behind. Stroud led at two miles in 6 minutes, which was fast considering the wind that blew across the 2½ mile course. Hemple was in front at 5 miles, which were covered in 15 minutes. The time at 7 miles, when Vanden Dries had the position, was exactly 21 minutes, the steadiness of the pace being the feature of the race.

In the last mile the riders slowed up and jockeyed until within a quarter of a mile of the tape, when George Harris, of the H. B. Y. Cyclers, jumped from the rear and worked his little black legs for home. Harris misjudged the distance, however, and the bunch was after him like a pack of hounds. Vanden Dries made his bid in the last 200 yards and got home five lengths in front of Hemple, with Stroud a half length behind. Harris was fourth. The summary:

Ten miles National road championship—Won by William Vanden Dries, New York A. C.; second Richard Hemple, Atlantic City Wheelmen; third, W. R. Stroud, Stroud Wheelmen; fourth, George Harris, H. B. Y. Cyclers; fifth, J. L. Grogan, North Penn Wheelmen; sixth, Thomas Carson, North Penn Wheelmen; seventh Mike Logue, Stevens W.; eighth, J. Gallagher, North Penn W. Time, 31:30%.

#### Permits Limited Sidewalk Riding.

Big placards at the entrances to the State House grounds in Topeka, Kan., forbid automobiles but do not say anything about bicycles and motorcycles, and unfortunate riders of both the latter have unwittingly violated the ordinance against them and have been arrested. The injustice of imposing \$5 fines for such offences has led to the introduction of a resolution in the council which specifies that the signs at the entrances to the grounds be revised to give notice to bicyclists and motorcyclists and that the fine be reduced to \$1.

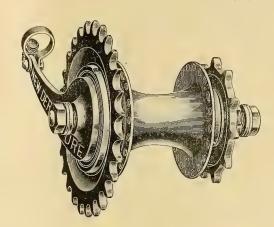


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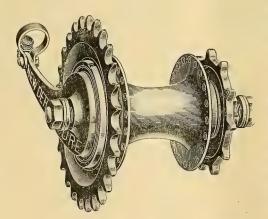
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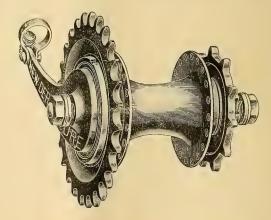
The New Departure coaster brake for motorcycles is made in 2 lengths over all, namely, 5½ in. and 5½ in. for belt drive; and 5½ in. for chaindrive machines, to meet the measurements of 1908 model motorcycles.

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## ANOTHER WINNER WINS

#### A Winner

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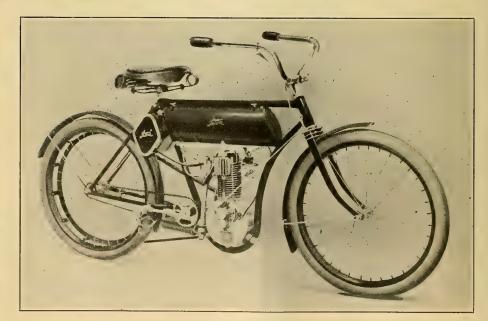
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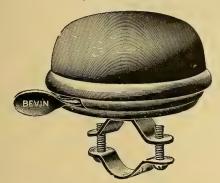
The Light Manufacturing & Foundry Company

Motorcycle Department

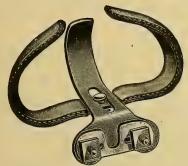
4th and Hanever Sts., Pottstown, Pa.

# SUNDRIES That Sell Wherever Bicycles are Sold

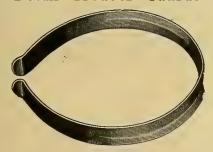
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We Offer

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Our catalog illustrates the various patterns.

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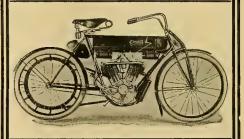
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з н. р. Single Cylinder

> Long Wheel Base Large Fuel Capacity Roller Bearing Engine

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#### 6 H. P. Double Cylinder

World's Greatest Motorcycle Many Exclusive Features

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G.H. Curtiss Mfg. Co.

#### Every Man Who Ever Manufactured a Motorcycle

knows only too well that it required more than one month or one year to perfect or evolve a satisfactory product. The same is true of motorcycle saddles; and that is

#### WHY THE PERSONS SADDLES





will continue to be the equipment of every motorcycle, the maker of which places quality and satisfaction above mere price, and who does not mean to experiment with flimsy and transparent imitations of the Persons at the cost of the rider's comfort.

#### IF YOU DO NOT WISH TO BE EXPERIMENTED WITH, LOOK TO THE SADDLE WHEN YOU SELECT YOUR NEW MACHINE.

If it's a Persons, you are safe; it has been long tried and proven true. If it is the other sort—peace be with you!—you'll need it. It often has been said that the saddle supplies a pretty good index to the quality of a bicycle and to the policy of its maker. That's why you never find a Persons on a cheap machine. Cheapness is obtainable only by "skimping." Think it over!

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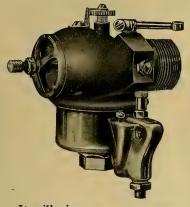
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A Belt that WON'T STRETCH and can be run slack—2½-in. clincher tires and hollow steel rims—A full 3 H. P Motor—Speed regulated with ONE grip which will stay where you put it—Oil-feed adjusted while riding—Auxiliary exhaust port to keep motor cool and increase power—Fewest parts of any motorcycle.

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Neat, Compact, Light.

Easily attached, and adjusted, and remains

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It will give you more power, speed, and better control over your machine.

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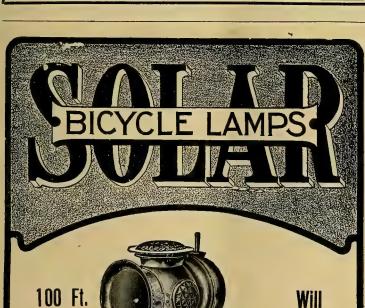
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Send for our complete catalogue which tells all about the different patterns and prices.

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It is neat in design and is constructed on the correct mechanical principle.

#### FEATURES:

Thor engine, increased horsepower, internal gear drive, roller chains 5%-inch pitch; narrow combination tank for gasolene, oil and batteries.

Improved spring forks, with hardened bearings. Improved G & J tires; wide guards; new wide rubber pedals; double grip control; low saddle position.

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Won 10 mile pursuit race and 3 mile race at Crown Point, Md., July 4, 1907, outdistancing all competitors.

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The only chain having Prictionless Rocker Joints. Insist on having the Morse Twin Roller Fits regular sprockets.

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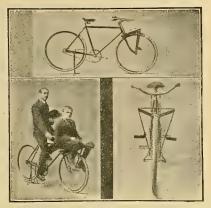
Ithaca, N. Y.

#### The Week's Patents.

869,948. Brake for Cycles, Motor Cars, and the Like. Albert R. Turner, London, Eigland. Filed Oct. 25, 1906. Serial No. 340,526

1. A brake for cycles and other vehicles consisting of a transmission tube containing fluid, an expension bulb and a compressor bulb connected to the respective extremities of said transmission tube, means for compressing said compressor bulb consisting of a compressor casing within which said compressor bulb is secured, helical projections on the inner periphery of said compressor casing and a compressor plate adapted on rotation to ride on said projections brake blocks, and means for transmitting pressure from the expension bulb to the brake blocks substantially as described.

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The long felt necessity discovered at last—a perfect LUGGAGE CARRIER. Can be fitted to either bicycle or motorcycle. Price for bicycle size, \$2.50; motorcycle size, \$3.50. Shipments can be made immediately. Mail orders accepted. We are also ready to quote prices to jobbers

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You need to make your Motorcycle business a success.

The M.M. for 1908 has more new features and more real selling qualities than any other Motorcycle built.

More M.M. 1908 Models have been built and delivered thus far than any other two makes on the market.

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Write for our catalog and reason.

AMERICAN MOTOR CO.,

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#### Clearance Bargain Sheet OF NOVEMBER 1ST

Contains real bargains of 1907 Tires, Stripped Wheels, and various sundries. If you have not received one, drop us a postal.

The Sidney B. Roby Co., Rochester, N. Y.

## Columbia Bicycle Gas Lamp The Gas Lamp with a CLEAN RECORD

The only one that can be sold to jobbers and dealers at a reasonable price and profit.



The only bicycle lamp provided with a gas valve. Operates the same as your old Barn Lantern. Turns down and out at once. Lights at once. NO WAITING IN EITHER CASE. Charge used repeatedly until exhausted.

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#### The Sartus Ball Retainer

(Brought Out in 1896

BEST ANTI-FRICTION
THE SARTUS BALL BEARING CO.
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## Harley-Davidson Motorcycles

motorcycle that attracted the crowds at Chicago. The motorcy-Chicago. The motorcy-cle that the people re-turned to buy after seeing all the others. Buy a Harley-Davidson, the motorcycle that has en-durance and speed.



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In Preparation "Care and Repair of Motorcycles"

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Sizes, 34, 13-16 and % Plain or Expander.

The Kelly Adjustable Bar is fully guaranteed against material and workmanship for the year.





Side View.

Top View.
No. 3 1 in. Stem
18 inches wide, 20 inches when level......

.List, \$2.30





Top View.

New No. 4 Racing.. 2½ in. Forward Extension.

23 inches wide, 25 inches when level.

For Racing and Club Men.





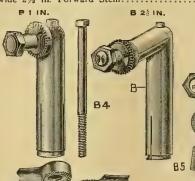
Top View.
No. 5 California.. 1 in, Forward Extension.
20 inches wide, 22 inches when level......
The Bar that is used by the masses. Side View.



#### KELLY REVERSIBLE BARS

This bar can be changed from a drop to an up-turned position without removing the grips. Being held by a friction clip can be placed at any angle by simply loosening the nut.

NO. 7 REVERSIBLE.
221/2 inches wide 1 in. Forward Stem.....
221/2 inches wide 21/2 in: Forward Stem....







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Building Up

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FRAME SETS



IT WILL PAY YOU

Write us for facts to prove this statement

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## Guarantee

#### These are the Brands to Ask About



A plain tread, extremely high grade tire at a medium cost, and a full season's guarantee to back it up. It is made of Para rubber and good tough fabric—fast, durable and very resilient.

THE GIANT HEAVY ROADSTER

Most durable and strongest bicycle tire made. It has several extra layers of pure rubber on the tread—almost impossible to puncture, and most satisfactory tire ever made.

THE CACTUS

A punctureproof tiremade with a
heavy re-inforced tread of extra tough compounded rubber and extra strong heavy fabric-resists
thorns, briers, sharp pebbles, etc.

MONARCH An excellent, strong road tire for all-around riding. It has more rubber on the tread for the price than any other tire on the market. It is the best medium-priced tire made.

#### CUSHION PNEUMATIC

A specially constructed tire, made for durability and resiliency rather than speed. Very heavy but still possesses the necessary resiliency to make riding a pleasure—absolutely impossible to puncture.

Every dealer remembers how Bicycle Tires used to LAST and give all-round satisfaction in the old days when Bike Tires were made RIGHT and were GUARANTEED.

There was some comfort in selling a Bike Tire those days, for a man didn't have to be continually dodging dissatisfied customers.

You know as well as we do that now wheeling is

mentioned in the margin with the certainty that they will be getting full value for their money. We absolutely guarantee any of the brands mentioned in the margin to be made from pure new rubber as a base, and that they will give the same mileage and the same satisfaction as the wery best tires obtainable in the "good old days" of the Ricycle Crage.

#### Guaranteed

## Bicycle Tires

getting popular again, wise riders don't want and won't have these 'junk" tires any more.

But they don't know—and most dealers have forgotten—what tires to recommend as thoroughly good and dependable.

The answer is the Guaranteed Goodyear Bicycle Tires.

Tires.

We have ceased entirely to make the so-called "competing" tires demanded by certain of the trade, and dealers may select any Bicycle Tire

This Guarantee means that we will replace any tires shown to be defective in the same "good old time" way—and that every Goodyear Bike Tire you sell will reflect credit on you and bring in new

Ask for information about these Guaranteed

Tires and get posted.

Bike riders are already beginning to specify them.

Write the home office or nearest branch for prices and samples.

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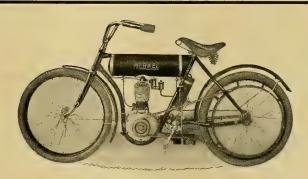
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possesses many new and exclusive features which are worthy of investigation by all motorcyclists.

With its Double Grip Control, its 3 H. P., Ball Bearing Motor and its Spring Fork and Frame, the 1908 Merkel is always under perfect control-spins along with ease and speed and rides as easy as a rocking chair.

Every part, down to the smallest nut and bolt, is made in our own factory-that is the reason we are able to guarantee the Merkel.

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10 cents per line; 15 cents per line if in capital letters. Cash with order.

WANTED — COMPETENT SALES MANAGER, BY LARGE CYCLE MANUFACTURING CONCERN. STATE EXPERIENCE, SALARY EXPECTED AND REFERENCES. ADDRESS W. C. A., BOX 649, N. Y. CITY.

1907 TWIN Indian, fine order, \$200. Single Indian, good order, \$75. WIDMAYER, 2312 Broadway, N. Y. City.

C URTISS single and double cylinder, 1908 models, now ready for delivery. TIGER CYCLE WORKS, 782 8th Ave., New York Distributing Agents.

A MMETERS (adjustable), \$3.50 instruments for \$2.50 while they last; guaranteed correct. THE TIGER CYCLE WORKS CO., 782 8th Ave., New York.

FOR SALE—One Metz twin cylinder, \$130; two 1905 Marsh, \$50 each; second-\$130; two 1905 Marsh, \$50 each; second-hand motorcycles taken in exchange for 1908 Indian and Merkel; order now for early delivery. Motorcyclists in New England can with confidence send their motorcycles (any make) to me for winter overhauling. Enameling, any color; nickel plating. Keep your eye open for Indian 2051 and 2396; notify me; "reward." B. A. SWENSON, Providence, R. I.

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I CAN make immediate delivery on all models of Reading Standard motorcycles. When you want first class repair work done send the motorcycle to me, immaterial of make. I have a few bargains in second hand motorcycles and tri-cars. GEO. B. PIEPER, 1203 Bedford Ave., Brooklyn, N. Y.

BICYCLES—Folding bicycles in hand case, for ladies, gents any children; excellent for tourist, autoist and everybody; latest removable extension, new seatpost support; dealers supplied. Catalogue free. KALLAJAN, Mgr, 882 Harrison. Ave., Boston, Mass.

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SAVE chain trouble by using Ball Bearing Fiber Idler, ready to apply to Indian or R-S motorcycles. For cut and prices apply to A. C. MOUNT, 1158 Washington St., Elizabeth, N. J.



Model B patent drop forged wrench is the proper tool for your motorcycle. Ask your jobber.

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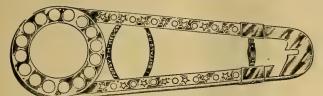
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Especially designed to meet the unusual conditions existing in motorcycles. Try this Plug once and note the perfect ignition that results.

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QUOTATIONS ON REQUEST

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increases the power of your Motor and makes hill climbing easy. A very unusual and compact coil. Write for particulars.

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#### PROCKETS We Make a Specially of High-Grade Sprockets for the Cycle Trade YDRAULIC PRESSED STEEL CO. CLEVELAND, OHIO



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Our Catalogue is ready and will be mailed for the asking.

#### GEO. W. NOCK CO.

Jobbers of

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Agents wanted-Send for Catalog. THE WILSON TRADING COMPANY 121 Chambers St., 103 Reade St. NEW YORK.

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STA-RITE

PLUCS

for motorcycles, are separable for cleaning. Double Insulating mica, Indestructible. Metric No. 48. Half inch No. 32A. Price, \$1.50. Send for complete circulars.

THE R. E. HARDY CO.,

36 Watts Street,

New York City

WHO would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, and etc., etc., without using



#### The Star Ball Retainers

Tell us.



The STAR BALL RETAINER CO LANCASTER, PA., U. S. A. and Berlin, S. O. 36, Germany

## Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Harlford Rubber Works Co.

Diamond Rubber Co.

Fisk Rubber Co.

Pennsylvania Rubber Co.

Indiana Rubber & Insulated Wire Co.

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International Automobile & Vehicle Tire Co.

Morgan & Wright.

Boston Woven Hose & Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

Volume LVI

New York, U. S. A., Saturday, December 14, 1907.

No. 12

#### UNANIMOUS AS TO PROSPERITY

Makers Agree that the Industry Was Unaffected by the Financial Flurry—Preparing for Another Good Season.

The views of Fred I. Johnson, of the Iver Johnson Arms & Cycle Works, concerning the splendid health and stability of the cycle industry despite the financial disturbance, which views were published in the Bicycling World two weeks ago, were fully confirmed by other manufacturers in attendance at the meeting of the Cycle Manufacturers Association in New York this week.

A. L. Pope, of the Pope Mfg. Co., stated that both their Westfield and Hagerstown plants are running on full time and with complete forces, and that they had shipped more bicycles up to December 1, 1907, than was the case last year. He also said that he looked for a normal increase of business during the next few months, that no cancellation of orders had been received and that there was no evidence that the cycle trade had been affected by the money panic.

W. C. Schack, of the Emblem Mfg. Co., said that 1907 had been the banner year for the Emblem product, and that there has been no let-up in the prosperity; the factory is working full time in order to make prompt deliveries.

W. F. McGuire, manager of Consolidated Mfg. Co., stated that shipments made by his concern during the current year had about equaled those of 1906, but that indications pointed to an increase which his company had anticipated and for which it is well prepared.

W. F. Remppis, of Reading Standard Co., reported that the business they had done in bicycles was fully equal to that of last year, while the motorcycle sales were considerably ahead of those of 1906. He also believes that a substantial increase of

trade is clearly in sight, his travelers reporting that, generally speaking, such a thing as the money panic is not even mentioned by the dealers.

#### Makers Discussed Only Trade Topics.

Publicity and stripped bicycles were the two subjects which occupied the considerations of the Cycle Manufacturers Association at its meeting in Hotel Belmont, New York, on Wednesday last, 11th inst. The range of the discussions, however, was of purely trade interest and of no general concern, and as a matter of fact nothing of a definite nature was transacted.

The members in attendance were: F. I. Johnson, Iver Johnson's Arms & Cycle Works; A. L. Pope, C. E. Walker and J. F. Cox, Pope Mfg. Co.; W. F. McGuire, Consolidated Mfg. Co.; F. C. Finkenstaedt, National Cycle Mfg. Co.; W. F. Remppis, Reading Standard Co., Inc.; W. G. Schack, Emblem Mfg. Co., and W. A. Riddle, Hudson Mfg. Go.

#### Curtiss at Work on a Two-Speed Gear.

The G. H. Curtiss Mfg. Co., Hammondport, New York, have abandoned the adjustable pulley which they had designed for motorcycle use and instead have devised and actually have under way a twospeed gear of the planetary type. One of its features will be the use of individual clutches for both high and low gears.

#### Bringing the Lines Together.

The Wilson Trading Co., who recently established a retail store at 46 Cortlandt street, New York, are now removing their jobbing stock also to that address. They expect to be fully located there by the 20th inst.

#### Stevens Retires from the Trade.

L. B. Stevens, who for many years made a specialty of netted dress-guards and lacing cord, has disposed of his business. He is preparing to remove from New York and to engage in an entirely different line of industry.

#### DECISION IN "BALL RETAINER FIGH"

Another Round Ended by Judge Platt Dismissing Stars Charge of Infringement

—His Analysis of the Case.

After many years of contention in the Patent Office, and later in the courts, another round in the "ball retainer fight" has been decided. The Star Ball Retainer Co., owners of Patent No. 686,617, issued to Henry B. Keiper, and the Sartus Ball Bearing Co., composed of G. E. Strauss and Emil Klahn, who operate under patent No. 576,500, issued to Strauss, and Nos. 611,689 and 799,008, issued to Klahn, are the parties to the struggle. Each company sued the other for alleged infringement, the case of Star vs. Sartus being the first to come to trial. It just has been decided in favor of the defendants by Judge Platt, sitting in the United States Circuit Court for the Southern District of New York. His judgment is as follows:

The patent is to Keiper, No. 686,617. The claims in issue are 2 and 3:

"2. A ball retainer consisting of an annular base portion and a series of integral parts extending from one edge only of said base and having flaring portions arranged at an angle thereto, whereby suitable spaces are formed for receiving balls which are sprung into said spaces and confined between said parts."

between said parts.

"3. A ball retaining device for ball bearings, consisting of a ring-shaped portion or base having a series of standards springing axially from one edge thereof only and terminating in sector shaped or flaring angularly arranged flanges or extensions, whereby suitable spaces are formed for receiving and confining balls between adjacent standards."

The defenses are that if the patent is properly construed, there is no infringement, but if found broad enough to cover defendants' device, the claims are invalid.

The state of the art of retainers for ball bearings at the time of Keiper's application for Patent in Suit and of Klahn's application, which latter led to a division, an interference which Keiper, stated by the Patent Office to be on claims 5 and 6,

and issue of Patent 611,689, October 4, 1898, based on earlier claims in Klahn's application, had been so well developed that it would be idle to search for anything

of a pioneer character.

Narrow distinctions had become important. Keiper started with one idea, viz., lifting the standards from the inner portion of the circle and extending the bent portion outwardly with a flare. Klahn came along with two ideas, viz., lifting the standards from the inner portion of the circle and bending them outwardly with a flare, and also from the outer portion of the circle and bending them inwardly with a taper. After Klahn appeared Keiper a taper. After Klahn appeared tried to broaden his claims by taking He arranged the interference so that the standards are to issue from "one that the standards are to issue from "one edge only" of the ring, but after rising and bending over, the bent portion must flare. The only edge of the ring from which they can rise and flare after bending, and form on operative retainer, is the inner edge. If they rise from the outer edge, they must inevitably taper after bending. The officials of the Patent Office must

have seen a distinction, or a divisional portion of the Klahn application would not, while the interference was in progress, have been granted. This patent confronted and it is certain that the testimony at the interference surrounded a contention over Klahn's device when the standards sprung from the inner portion of the ring. If he could have shown that his device had gone beyond experiment, he would have gained the pri-

periment, he would have gained the provided which he sought.

Keiper's application was filed December 23, 1897. Defendants were then in control of three patents which show ball retainers made from one piece of metal, with a ringshaped base from which standards projected basing hall-holding spaces between jected, having ball-holding spaces between the standards into some of which the balls could be sprung or snapped. The device of the Dilg Patent showed an inherent capacity for permitting the balls to be snapped into place.

Now, when we look at complainant's patented retainer and defendants' alleged infringement, we find that the standards of the former arise from the inner edge of the ring and the standards of the latter from the outer edge. Complainant's expert admits that, "Each flange or extension of the complainant's retainer is narrowest where it joins the standard from which it is bent and thence flares, getting wider and wider," and that in defendant's retainer, "Each extension or flange is widest where it joins on to the standard and thence becomes narrower." It is true that at the very end it sometimes widens a little, but not necessarily so. The admissions are, to my mind, equivalent to saying that the angularly arranged portions of defendant's retainer are tapering, instead of flaring or sector shaped, as required by the claims of the Patent in Suit. The Patent Office evidently considered the difference of construction fundamental, and I am forced to the same conclusion.

If the prior state of the art permitted any stretch of the doctrine of equivalents, the point might be debatable, but to my mind, as the situation stood at the time of the patent, an angular extension coming from a standard which is built up from the larger circle and tapers after it turns, is not the same thing as a standard which is built up from a smaller circle and flares after it turns. They are fundamentally different constructions. This view of the case makes the motions entered and the question of res adjudicata academic.

The conclusion reached calls for a dismissal of the bill.

#### OCTOBER EXPORTS SHOW BIG LOSS

This Despite Large Gains in France, Germany and Canada-Bulk of the Decline in Europe and Japan.

Bicycle exports for October reflected the loss which has marked the preceding months of the year, the return being \$57,-640 as against \$95.094 for October of last year. Japan shows the greatest individual drop, her purchases for the month amounting to only \$5,382 as compared with \$22,969 in the same month a year ago. The United Kingdom's figures for the month were \$5,-979 as compared with \$17,662 in October, 1906. The group known as Other Europe dropped to \$5,297 from \$19,723, and the group classified as Other Asia and Oceania went down to \$918 from \$4,449 last year. The figures for Mexico were about cut in half, as were those for Other South America, while Italy showed a slight loss.

Of the gains for the month those of France and Germany are conspicuous. France's figures are \$3,698 as compared with \$779 a year ago, and Germany reaches \$4,392 as against \$721. The bicycle business in Canada showed great gains, the purchases of British North America amounting to \$4,477 as against \$1,915 for October last year. Cuba also increased to \$3,922 from \$1,830. The balance of the list showed satisfactory increases. Other West Indies and Bermuda did not make a gain proportionate to that of Cuba, but it was a substantial one. Argentine is not a big buyer but its purchases were much more than doubled, while Brazil, also a small customer, assisted in reducing the net loss in South American countries.

For the period of ten months ending with . October the total is \$942,401 as against \$1,248,491 for the corresponding period in 1906. Six of the eighteen divisions show gains while the other twelve record losses in the total for the period. The record in

detail is as follows:

#### Inexpensive Substitute for Chamois.

Good quality chamois in large pieces for rubbing and polishing being very expensive, the Twentieth Century Mfg Co., New York, has conceived a clever method of supplying for a quarter at retail what is termed the Twentieth Century Chamois Rub, in the construction of which trimmings from the best grade of French oil tanned skins are used. The pieces are sewed to a canves backing, having a band which can be slipped over the hand, making it more convenient than a whole chamois skin. The "Rub" is to be given a place in the 20th Century line of oil and gas lamps and other specialties as a cleaning and polishing accessory that bicyclists will appreciate.

#### Making a New Power Hacksaw.

What is called a "two-in-one tandem power hack saw" is an entirely new machine offering of the Buffalo Specialty Co., of Buffalo, N. Y., to dealers and others having need of power hacksaws in their repair shops or factories. Its virtues in fast cutting, economy of power and saw blades, and the efficiency of the automatic cut off in stopping each saw instantly when it has completed its work, all stand as recommendations. Either or both of the saws may be operated at one time.

#### The Retail Record.

Westfield, N. Y.-William Palmer, reopened store on Elm street.

Union, S. C.—Goodman Cycle Co.; store destroyed by fire; partially insured.

Toledo, Ohio-A. R. Oberwegner, 1022 Monroe street; O. J. Oberwegner admitted to partnership and style changed to Oberwegner Motor Co.

#### Peil Returns to Ovington.

Eric J. F. Peil is once more manager of the Ovington Motor Co., New York. About a month since, he resigned that position and was planning to enter the motorcycle business on his own account, but an offer from Ovington induced him to return to his old desk this week.

	_Octo	ber 1907	Ten months ending (		October . 1907	
Cycles, and parts of-	12,00	1507	1700	1700	1907	
Exported to— United Kingdom	\$17,662	\$5,979	\$179,613	\$239,324	\$234,230	
Belgium	1,367	1,564	20,909	20,950	23,184	
France	779	3,698	62,671	18,434	49,771	
Germany	721	4,392	54,190	77,021	35,025	
Netherlands	1,212 1,489	1,092 2,379	18,769 36,053	24,561 110,275	18,437 32,190	
Other Europe	19,723	5.297	152,631	211,526	144,260	
British North America	1,915	4,477	110,048	63,851	57,982	
Mexico	7,461	3,668	53,518	92,635	72,297	
Cuba	1,830	3,922	32,981	26,027	42,272	
Other West Indies and Bermuda	1,749 594	2,127 1.345	21,448 11,900	18,033 16,823	19,502 14,126	
Argentina	744	1,092	4,969	8.177	10,945	
Other South America	3,707	1,976	13,576	17,545	11,933	
Japan	22,969	5,382	242,970	196,668	83,953	
British Australasia	5,789	7,036	73,294	68,548	72,876	
Other Asia and Oceania Other countries	4,449 934	- 918 1,296	41,151 7,031	23,283 14,810	12.906 6.512	
		1,290	7,031		0,312	
Total	\$95,094	\$57,640	\$1,138,722	\$1,248,491	\$942,401	

#### **NOVELTIES AT THE STANLEY SHOW**

What Was Shown at London's Big Exhibition—Delivery Cycles a Feature—
Many Motorcycles Staged.

London's thirty-first Stanley show, while producing less than the usual amount of novelty in the mechanical sense, yet revealed in the staple line of pedal bicycle production at least one trend of considerable importance, in the general appearance of tradesmens' delivery models while the development of motorcycles revealed not simply the to-be-expected advancement in structural detail, but also a growth in favor to a certain extent of the light-weight machines. As a show, the exhibition which terminated on November 30th, was of the usual magnitude over 300 stands being taken, though the number of actual independent exhibits was greatly reduced owing to the prevalence of agents' and jobbers' displays, which in many instances duplicated those of the original makers.

Upwards of two score different makes of bicycles were shown, numbering all the well known brands, in high grade types, which, to all appearances are being given greater stress by their makers than has been the case during the past year or two. The number of cheap machines predominated, however, and the abundance of the "nameless" brand of crock designed for rapid disposal under special sales' methods and "own transfer' marks, was a strong reminder of the price-cutting era of a couple of seasons back. Frames, and the other essentials showed little alteration over those of last year, or other last years. But in the field of the variable gear, as well as in the construction and application of the brakes, no little effort has been put forth to attract the buyer with novelty, if not with actual improvement.

The tradesmens' delivery model is distinctly a new line of effort as such. Generally speaking the type is represented by a sturdy machine of conventional aspect in many ways, but of special construction, having an unusually strong head and fitted with a carrier frame for the delivery basket or for holding packages.

A greater amount of novelty was shown in the department of motorcycles. Some thirty odd makes were on view, most of them being of nominal British manufacture, though frequently mounting engines of French or German manufacture, and presumably other foreign parts as well. Horsepowers ranged from 1 to 9 in touring models, the first being represented by a single cylinder midget of the play-toy variety, and the latter a bulky twin. In twin cylinder models, the smallest motor was of 2 horsepower and the largest, one of 20. Two types of ladies' machine were

shown, and for the first time, it was said, side car attachments exceeded in number the ponderous and very English tricar

Several types of motorcycle attachment were shown, among them being the new Wearwell, which consisted of a toy engine of 11/2 horsepower, with outside fly wheel. automatic inlet valve, and small fuel tank designed to fit inside the ordinary diamond frame, the entire outfit complete and mounted on a bicycle weighing but 60 pounds. Another newcomer in this catagory was that shown by the Moto Reve Co., which proved to be a twin V-type motor of 2 horsepower, having magneto ignition, round belt drive, a special carburetter and being of such compact arrangement that, as shown, it would go inside the lower panel of a horizontal truss frame bicycle. The Motosacoche - the pioneer of its class, now has magneo ignition and was shown in company with a brand new ladies' machine, not of the attachment order, however. The K. D. attachment, unlike any of the others, has a vertical motor attached to the seat post.

A novel type of machine, shown by Douglas Brcs., mounted a horizontal-opposed motor having an outside fly wheel, vertical valves, and located parallel with the top tube and about 8 inches above the bracket. It was of 23/4 horsepower, and weighed complete, but 75 pounds. Another novelty shown by the same firm was the 6 horsepower V-type, four cylinder machine, which had a Simms-Bosch magneto with high tension distributor, and a two-speed drive, consisting of twin belts. one mounted on either side of the machine and thrown into operation by means of dog clutches connecting them to the crank shaft alternately. The Fairy Motor Co., which introduced this type of motor, now makes a 21/2 horsepower machine with magneto ignition.

The Lloyd Motor and Engineering Co., showed for the first time the L. M. C., which has a new system of engine balance, and boasts among other features a twocompartment tank with double partitions ·to prevent mingling of the contents through leakage. The engine, carburetter, magneto and muffler of the new Quadrant are designed as a unit, and may be removed from the machine without disturbing any other part. The famous Triumph been machines have considerably "improved," one point of betterment being the adoption of a novel system of "handle bar control" which permits the usual assortment of small levers to be removed from the upper frame tube to a position on top of the handle bars.

That mechanical curiosity, the Zenith Bi-car, now has an offspring in the shape of a smaller edition, known as the Zenette, which possesses a novel feature in its spring mounting. This consists of a double frame construction, the secondary frame being mounted independently of the first but taking its support from it by means

of a set of vertical springs. Another example of the same principle is the Midget Bi-car of J. T. Brown & Sons, which has a sheet steel frame, but is improved to the extent of having its engine and carburetter so mounted that by removing a single nut both may be swung out of the frame for inspection or repair. Another curiosity is the "stand-up" motorcycle of W. Claude Johnson, which, as recently described in these columns, has 18-inch wheels, a 21/2 horsepower motor, and is provided with running boards, but no seat. It is intended only for short runs and is capable of achieving speeds of from 2 to 15 miles an hour. A larger edition of the same type is provided with a detachable folding seat for use in emergencies.

The side car attachment of Walter Lowen & Co. is of the bicycle type, and converts the mount into a four wheeler. The Contracta side car, shown by Shapland & Co., is made to fold up when being passed through a doorway or other narraw opening, and may be thus compressed without removing the seat or in any way dismantling it.

Of the hundred and more exhibits of accessories and components, many revealed duplications, and perhaps a majority embodied little or nothing of actual novelty. Several old friends in new guise were present, however, such as the variable throw-crank-this one being produced by P. R. Ager, and being so contrived that an accession of from 20 to 25 per cent. of power is obtained on the down stroke. The Matassots spring fork, shown for the first time by Chater Lea, Ltd., weighs but 80 ounces complete, and is adjustable to a certain extent so that as applied to various machines it may be altered to suit the rake of the head. Another old timer in principle is the puncture proof tire band. The present exponent of the scheme is exploited by the County Chemical Co., and consists of two layers of closely woven fabric, which have been treated chemically to render them impervious to the everpresent roadside thorn.

#### China Offers a Good Market.

The American vice-consul at the German port of Tsingtan, on the Chinese peninsula of Shantung, reports that "bicycles, mainly of the cheaper grades, have a great sale out here, and chiefly among the native population." The Chinaman, he adds, is in his glory when awheel, and recently showed so much enthusiasm as to promote a race meet, which, the vice-consul thinks, proved a good advertisement for the winning German bicycles. "Their use, both for sport and business," he concludes, "is increasing at a rapid rate, and the market is a growing one for cheap goods."

The preparation, ready about January 15, "Care and Repair of Motorcycles." Price, 25 cents. The Bicycling World Company, 154 Nassau street, New York City.



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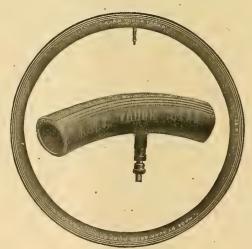
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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, DECEMBER 14, 1907.

#### For a Touring Association.

Mr. Ralph Derbyshire's plea for an American touring association, printed in another column, reflects a sentiment which, as the pages of the Bicycling World during the past year or two have served to indicate, has steadily gained in strength. That something ultimately will come of it is certain.

Until crepe was tacked on its door at its last meeting, it was our hope and urging that of the ancient and honorable gentlemen who now comprise what is left of the L. A. W. National Assembly, one or more of the few who still ride bicycles, would grasp the opportunity to give the League a new lease of life. But as they decided that they prefer a "close corporation," whose only reason for existence is to partake annually of a reunion dinner, over which the spirit of the past and not of the present or the future shall preside, all hope of activity from that source has fled. The L. A. W. is now merely a shrivelled, if hollowed mummy. It is fairly safe to say that during recent years the Cyclists' Touring Club of Great Britain has attracted

more new members from America than has the L. A. W. itself, if, indeed, the latter has attracted any new mebers at all.

The Bicycling World has not permitted to pass unconsidered Mr. Derbyshire's suggestion that it take the lead in forming a touring association. The idea already had been conveyed to us, and it will not be permitted to escape. But it is easier and better to build upon the foundation of an existing organization which already is possessed of machinery and a reputation. For this reason it is wise to await the result of the movement which is stirring within the Century Road Club of America and which seeks the encouragement of touring. The C. R. C. of A. shortly will become possessed of a new set of officials; it will be for them to give evidence, or the lack of it; that they recognize and are able to take proper advantage of an opportunity that fairly is yawning and that is filled with glorious and far-reaching possibilities.

As the Bicycling World said on November 2d last, "the mere promotion of century grinding and mileage hunting is rather a petty objective for a truly national organization," and while those fixtures need not be eliminated, the Century Road Club of America will find in the promotion of touring a field for usefulness that will give it a fixed place in the world's affairs that will cause it to be reckoned with in all of the many councils that have to do with roads and road travel; for the ramifications are many and great. If it fails to heed the tapping of Opportunity it may count itself, if not lost, then misdirected. For so surely as it fails to heed, as surely will there arise 'a national organization which will open wide its door for the cycling tourist and, perhaps, for all other tourists."

The movement simply waits on the incoming officials of the Century Road Club of America.

#### Openings that Offer Abroad.

That there has developed a growing detrade no longer has real missionaries in any ese of the Shantung peninsula, as reported by the American consul, is not strange. The bicycle appeals or can be made to appeal to every able bodied human who is not an untamed savage, and as the Bicycling World pointed out long ago, China with its teeming millions, offers a splendid field for missionary work.

It is unfortunate that the American cycle trade no-longer has real missionaries in any of the foreign fields, but lacking them, the

publicity bureau might find it not unfruitful to extend its endeavors across the sea. The opportunity is a broad one. Take little Denmark, for instance, where there are said to be 2,000 bicycle stores and one bicycle for every fifth inhabitant, and which reports about \$2,500,000 worth of bicycles annually-is there any reason why the Danes should not become reinterested in American bicycles. Take New Zealand, for which country some of the foreign manufacturers are building truss frame bicycles. which is said to be in demand; or Japan, which are said to be in demand; or Japan, and oval or D shaped rear stays are said to be ready sellers. America can supply both truss frames and one inch irames. Perhaps she would export more of them if the foreign public was made acquainted with the facts and with their virtues.

#### Bicycles for Police Service.

Statistics of bicycles employed for police work and official testimony to their great value for subduing the scorcher are of prime value, but the great wonder is that few, if any, of the authorities have recognized that there are greater uses than chasing speeders to which bicycles may put in the police service. They can be made as valuable for patrol duty as for traffic regulation.

The patrolman mounted on a bicycle easily can cover his post it least three times as often as the man afoot or a post three times as long, which makes him the equivalent of three of the latter, and where, as in New York, the cry always is for more policemen and where the money for them is slow in forthcoming, why bicycles are not employed to fill the gaps is past understanding. They are inexpensive, light, noiseless, easily handled, and properly distinguished, few malefactors would tamper or make off with one when an arrest became necessary. There are few cities or towns in the greater part of which bicycle patrolmen cannot be employed to the advantage of the service and the greater security of the public.

With each recurring event, the New York six days race increases its right to be classed as the wonder of the sporting world. Why more wholesome and more exciting racing in the open should create but a ripple of interest while the six days grind arouses and attracts the populace is beyond explanation—beyond understanding.

#### CORRESPONDENCE

#### Cheerfulness from the South.

Editor of Bicycling World: .

In view of the present stringency of the times I feel that a word of cheer for bicycle dealers may be timely, especially to those in the South. With fifteen years of experience in the bicycle business in the South, I have not felt so much encouraged as to the outlook for a big season as I do for 1908. Beginning with March next it behooves every dealer in the South to take advantage of the chance that will offer. That a good, strong, healthy interest in cycling will begin with the season is evident to me; and it is up to dealers in each district to get busy and make it all the stronger by boosting his game. Nothing is better than a road race. Don't bother with the fellow who use I to ride. Play to the new generation of riders that is just coming on. Give them something to ride for-bicycle runs, with a light lunch in view, for instance. Spend a little money this way; it comes back with big returns. Conditions for Georgia, Florida, Tennessee and Alabama are fine for a big bicycle business next year. Prohibition will be the making of the bicycle business in all these states if the dealer will push his line and make it interesting. This is my view of it and I am going out after the business on these principles.

GUS CASTLE, Atlanta, Ga.

#### Call for a Touring Organization,

Editor of the Bicycling World:

As a constant reader of your valuable paper I may say I think it has lots of energy behind it and is doing much good wherever it goes. I only wish it would start a touring club, something similar to the Cyclists Touring Club of Great Britain. There are more Americans in the membership of that club than we have had L. A. W. members in recent years. There is a call for a touring club in America, unless I am sadly mistaken. I have known men belonging in the L. A. W. to send their dues to the office with the result of finding no person there to receive them. They had to drop out. I think the Bicycling World could start a touring club that would attract such members. The members could wear a distinctive pin on their caps, showing their club membership in the Bicycling Touring Club of America. In fact they could have the caps in the color adopted by the club, and thus could be recognized even at a distance. Only respectable people should be admitted, and members all should be subscribers to the Bicycling World.

I was a member of the Cyclists Touring Club of Great Britain in 1902 and toured through England, Scotland and Wales. To belong to a body of bicycling men like that means a great deal. The automobilist has his Association and the motorcyclist has his Federation, but the bicycle rider has only his local club, and some of these clubs have been hurtful to cycling. Anybody could join them; some loafers lay around all the week ready for a Sunday run; then it was scorch, scorch, scorch, and the poor riders who had worked hard all the week or in an office tried hard to keep up, rather than be called squealers. They never knew the real pleasure of bicycling, and it was the Sunday run of the club that sent their bicycles at last to the woodshed or the garret.

Let us start something that will enable us to meet out of doors and recognize each other by a pin, or a cap, or a suit in the club cloth. As each member would be a subscriber to the Bicycling World he could insert at special rates, perhaps, such ads. as this:

Wanted — A partner for a tour awheel; expenses and pace moderate; leaving Boston July 10 for White Mountains to be gone two weeks," etc.

Of course I am only making suggestions. Something started along these lines would do well, in my opinion, and would work a world of benefit. The C. T. C. of Great Britain had 50,000 members when I belonged to the organization. They all were jolly, well met fellows. What's the matter with our own big country? I want to belong to something in my own America, even if it does mean taking a lessor from our cousins across the pond.

RALPH DERBYSHIRE, Fall River, Mass.

#### Gowdy Realizes What He is Losing.

The Bicycling World Co.:

As I am not permitted to enjoy the pleasures of motorcycling and have been obliged to sell my machine, owing to ill health, it will oblige if you will kindly discontinue my subscription for the Bicycling World.

I like your publication and would be glad to renew my subscription were it not for the fact that each succeeding issue is cause for a fuller realization of the fun I am missing, and in self defense, I am going to aggravate myself as little as possible, although I have some pleasure in sitting in an upto-date auto and informing my friends, likewise seated, that for real fun we are not in it; it is a pleasure, also, to give any and all motorcycles a full share of the road, if for no other reason than that I do not wish to be made jealous by extended ocular evidence of real pleasure that is not for me

GEO. H. GOUDY, Highland, N. Y.

#### How Heat Helps Engine Efficiency.

There is an impression in the minds of many riders that the colder it is possible to run an internal combustion engine the better it is, and the greater the power that can be extracted from it. This is correct to a certain extent, but not in the wayusually imagined, as as a matter of fact relates simply to the matter of lubrication, which naturally, is most readily effected at low and moderate temperatures. As a matter of fact, however, the hotter it is possible to run an engine, the better for it, both as regards actual power and efficiency.

Theoretically, the most work can be extracted from a given weight of fuel when the range of temperature between the intake and that obtained at the height of combustion is greatest. As the temperature of the atmosphere is reasonably constant, therefore, the only practical way of raising the efficiency is by allowing the cylinder temperature to go as high as possible, so reducing the amount of heat given off through the cylinder walls.

A limit to this exists, however, in the lubricant, which after a certain point is reached is burnt and leaves the cylinder walls bare and free of its protecting influence. It has been found by experiment that 350 degrees Fahr. is about the most successful working temperature for small air-cooled engines. Any excess of this is apt to be too hot for proper lubrication, while below it it is reasonable to suppose that so much heat is going to waste that the proportion of it which is useful is not as great as it should be.

#### Effects of Carbon Formations.

Carbon formations in the cylinder or on the piston head or a motor frequently will cause a motor to lose power, overheat and knock badly when ascending a hill, although it may run well on the level ground. The knock due to this cause is one that cannot be stopped by retarding the spark although closing the throttle a little serves to quiet it. Kerosene generously poured into the hot cylinder and allowed to remain until it cools, usually will loosen the carbon, which may be drawn off or ejected by the exhaust, although in stubborn cases, nothing but scraping will remove it.

#### When to Suspect the Spark Coil.

If a motor persistently misfires after the commutator has been cleaned, the batteries tested, and all other precautions taken, it is time to suspect the coil. To prove whether or not the suspicion is well founded, it is necessary to remove the coil and in its place connect another which has been working satisfactorily with another motor. If the trouble lay in the ceil, the missing will cease of course, and the motor run regularly with the new coil.

#### First Symptom of Weak Battery.

Genrally speaking the first symptom of a weak battery is the engine misfiring with the spark advanced, but firing regularly with the spark somewhat retarded. The weaker the battery becomes the more pronounced this condition and it may be finally necessary to so far retard the spark as to greatly reduce the engine power.

#### AMERICA VS. EUROPE

Snappiest of Six Days Rays Resolves Itself into a Battle Between Fogler-Moran and Rutt-Stol-Story of the Long Grind.

#### Score at 24 Hours.

Joe Fogler—James F. Moran 472 Walter Rutt—Johann Stol 472 Leon Georget—Victor Dupre 472 Pat Logan—Walter Bardgett 472 Floyd Krebs—Art, Vanderstuyft. 472 Iver Lawson—Urban MacDonald 472 W. E. Samuelson—W. L. Mitten. 472 S. H. Wilcox—Saxon Williams 472	M	iles	1	ps.
Walter Rutt—Johann Stol	Joe Fogler-James F. Moran	472		. 2
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The record for 24 hours is 510 miles 1 lap, made by Elkes and McFarland in 1900.

When James J. Corbett, at one time heavyweight pugilist of the world, and at present histrionic delineator of the sarcasm of George Bernard Shaw and other playwrights, nervously fired a pistol in Madison Square Garden at exactly one o'clock Monday morning last, 8th inst., sixteen riders, representing that many teams of the supposedly the best long distance riders in the world, began the fifteenth annual sixday race. At one o'clock Tuesday morning, representing a chronological day, thirteen teams remained in the race. One team, the Irish-English, was entirely eliminated four teams were broken up, and the remaining riders of the disabled teams had formed two new teams.

The teams that started in the grind were as follows:

French team-Leon Georget, France; Victor Dupre, France. Irish-English team——Harry Reynolds,

Ireland; John Benyon, England
Inter-City team—Joe Fogler, Brooklyn;
James F. Moran, Boston.
Atlantic-Pacific team—Charles A. Sherwood, New York City; Carl Limberg, San

French team-Louis Darragon, France;

Prench team—Louis Darragon, France, Petit-Breton, France.
Utah-Iowa team—W. E. Samuelson, Salt Lake City; W. L. Mitten, Davenport.
German-Holland team — Walter Rutt,
Germany; Johann Stol, Holland.
Chicago-New York team—Iver Lawson,
Chicago; Urban MacDonald, New York
City.

City.
French-Italian team—Edmond Jacquelin, France; Carlo Vanoni, Italy.
Yankee-Dixie team — Matt E. Downey,

Boston; R. J. Walthour, Atlanta.

Long Island team—John Bedell, Lynbrook; Menus Bedell, Lnybrook.

Irish-American team — Pat Logan, Boston; Walter A. Bardgett, Buffalo.
Mormon team—S. H. Wilcox, Salt Lake
City; Saxon Williams, Salt Lake City.
German-American-Belgian team — Floyd
Krebs, Newark; Arthur Vanderstuyft, Belgian

Western team-Hardy K. Downing, San Jose; Nat Butler, Boston.

Farmer-Messenger Boy team-J. Frank

Galvin, New Milford, Conn.; George Wiley, Syracuse.

The riders who made the going for their team during the first few minutes were Moran, Butler, Downey, Rutt, MacDonald, Menus Bedell, Darragon, Benyon, Georget, Bardgett, Sherwood, Samuelson, Vanoni, Wilcox, Galvin and Vanderstuyft.

When the opening gun was fired at least 9,000 persons had been admitted to the Garden. Outside 3,000 more stood in lines before three entrances. The reason for the delay in starting this race—usually it begins at midnight-was because Judge Gorman' had resurrected a forgotten ordinance that prohibits any shows in New York City on Sunday, and Police Commissioner Bingham made up his mind to enforce the law.



JOHAN STOL

As the six-day race was characterized as a show, it fell under the ban and instead of throwing the doors open at eight or nine o'clock in the evening, as usual, the police would not allow them to be opened until one minute after midnight. In consequence, the streets in the vicinity of the Garden were congested long before 2 o'clock, but the police assembled them in lines extending several blocks in all points of the compass, so that disorder and confusion happily did not predominate.

All six-day races are alike in respect to the first hour of riding-changes are frequent and the pace fast. Walter Rutt, the soft-spoken German who resembles American Champion Kramer, had the honor of leading at the end of the first mile, which was covered in 2:27 3-5. Nat Butler, of Cambridge, Mass., but recently returned from a successful pace-following campaign abroad, and who was substituted as Hardy Downing's teammate at the eleventh hour in place of N. C. Hopper, physically unfit from an accident in Boston recently, and Harry Reynolds, of England, were the first riders to fall, colliding on the Fourth avenue turn soon after the start. Neither was hurt, though the trainer had to repair Butler's broken wheel. It was not many minutes later that Benyon fell for no apparent reason, but he alighted easily. Another spill occurred shortly aften five o'clock, Limberg, Butler, Rutt and Vanderstuyft being the victims. Breton led at 100 miles at 5:24.

The first real sprint began at half-past six in the morning, when Darragon, world's champion pace-follower, started a scamper that nearly resulted in the entire field gaining a lap upon Nat Butler. The emergency veteran had dropped fully three-quarters of a lap behind before Downing, his partner, came on and regained the lost distance.

Scarcely had the excitement attending this first sprint subsided before Petit-Breton made up his mind to do stunts. He jumped, but Fogler was upon him in a second. The wild chase lasted for eight minutes, the crowd roaring its acclaim, and was terminated only when Dupre, Benyon, Reynolds and Williams went down in a heap. Reynolds said that Galvin cut in too closely to the pole, causing him to run into the "Farmer." Benyon had the wind squeezed from him, and Reynolds, his Irish partner, received a bad cut on the right hand and several contusions of the arm and thigh. At the end of the sprint it was found that Reynolds, Wilcox, Lawson, Galvin and Jacquelin had each lost one lap, while the bunch tagged Limberg for two laps. Reynolds and Benyon retired at 136 miles 6 laps.

The biggest sensation of the day occurred at 9:35, when Walthour, idol of New York's six-day race-goers until three years ago, when he lost some of his popularity by quitting the race on the third day and instituting a strike of some of the riders because two of the teams gained a lap on the rest of the field, and the Southerner got piqued; deliberately quit the race, without notifying Matt Downey, his partner, he even had thought of so doing. Walthour's excuse was that his right shoulder, injured in an accident in a race at Berlin last September was lame, too lame for him to continue the race. Among the trainers of the other riders the opinion was freely expressed that Walthour had lain down because he found that his opponents were faster, stronger and a better conditioned lot than he had expected. Walthour always has been noted as a grand stand performer, so the charge of "cold feet" does not seem so far fetched after all. When Walthour reached New York City a week before the race, he told the Bicycling World man, in the presence of Gus Lawson, Darragon and Harry Pollock, assistant to P. T. Powers, that he had fully recovered from his injuries, was in perfect condition, and never felt more confident of winning a six-day race than at that time. This statement and that made when he quit do not harmonize.

Quite naturally, Matt Dawney was angry. He deserved a better partner than Walthour. Under the rules Downey had four hours in which to secure another partner, and the opportunity came when Nat Butler, who had only entered as a last resort anyway, and until Saturday had no intention of riding in the race, consequently had not

trained, decided he had enough. Butler's withdrawal was hastened by Downey's misfortune, so the Boston youngster secured a most able ally in Hardy Downing, runner up in last year's grind. But this was not until later.

At 10:22 o'clock Fogler started a sprint that gave him a third of a lap before Moran came on the track to relieve him. In the wild disorder that ensued Krebs, Downing and Mitten fell behind. The Downing-Butler and Samuelson-Mitten team each lost a lap and it is almost certain that Krebs and Vanderstuyft were passed by the wayside. The scorers got beautifully mixed, and when the hour score was posted they had chalked one lap against Bardgett and Logan. The mistake was rectified later, when the referee was satisfied that the Irish-American team was up front with the leaders all the time the sprinting was going on. In fact, Logan, after he relieved Bardgett, rode in third position until Darragon and MacDonald came together on one of the turns. The 200-miles mark was passed at 10:15 a. m., with Breton leading. Nothing of interest occurred until early in the evening. Nat Butler withdrew at 1:35 p. m., with a score of 266 miles 2 laps, and Matt Downey and Hardy Downing quickly formed a new team, taking the score of the lower of the broken-up teams. which was one lap behind the leaders.

Fogler made his presence felt a few minutes before half-past six in the evening, when he jumped and drew away from the field a third of a lap. While the sprint was fastest Bardgett and Stol collided on the Twenty-sixth street side. Bardgett received the worst of the fall. A nasty gash, requiring two stitches, in his forehead, and a severe shaking up was the extent of his injuries; Stol got off easier. A rew seconds later Sherwood, Fogler and Darragon went down in a heap, but no one was injured.

As was expected, the once great Jacquelin blew up early, and Darragon, champion pace follower of the world, did likewise soon after. It was ascertained that Jacquelin suffers from an enlargement of the cranium. Being idol of the French public for so many years has caused him to overestimate his own value, and as he held up the management of the race on Saturday night after the first heat of his match against Kramer for more money than his contract called for, he thought he could turn the same trick twice. He failed in his effort to gouge more money from P. T. Powers. Jacquelin was told to quit just as soon as he wished. It was Jacquelin who tore the hearts out of some of the teams by his constant jumps, and as a result the Frenchman "pulled his own cork."

Darragon's "death" was from a different cause. Abroad the champion follows pace exclusively, and the position on a pacefollowing bicycle is very different from that on a sprint wheel. The sudden transition was too much for even this great rider and his knees gave away under the strain of a strange position.

Breton, who was Darragon's partner, and Vanoni, mate of Jacquelin, combined forces. The reconstructed team went into commission at 11:14 p. m., one lap being deducted from their score for making the change. Vanoni and Breton were team mates in last year's race.

John Bedell had been doing the major portion of the riding for his team, as Menus' stomach went bad early in the evening. As Menus showed no sign of recovering sufficiently to do his share of the riding, John quit at thirty minutes past midnight, claiming the four hour privilege, as some other team might break up and thus give him a partner...

> Second Day-Tuesday. Score at 48 Hours.

	Miles.	
Fogler-Moran	. 849	- 7
Rutt-Stol	849	7
Georget-Dupre	. 849	7
Krebs-Vanderstuyft		7
Logan-Bardgett	. 849	6
Samuelson-Mitten	849	6
Galvin-Wiley		6
Downing-Downey		6
Breton-Vanoni	849	6
Lawson-MacDonald	. 849	5
Wilcox-Williams	. 849	0
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The record for 48 hours is 966 miles 3 laps, made by Elkes and McFarland in 1900.

Two more teams fell by the way side on Tuesday, the second day. They were the Inter-City Team, composed of Sherwood and Limberg, and the Long Island team, represented by the Bedell brothers. Limberg could not stand the pace and went completely to pieces, while John Bedell was forced out by his brother's illness, as he could not find a partner to resume the running with him.

A most unusual thing was, that spectators who went to the Garden Tuesday night, found only four teams tied for first place, an extraordinary state of affairs for so early in the race. The leading quartet of teams was Fogler and oran, Rutt and Stol, Georget and Dupre and Krebs and Vanderstuyfe. Five teams were tied in the second division, would soon be eliminated.

All the riders agree that this has been the hardest six day race in years. The mileage is lower than that of last year's



contest but the sprinting during the first few days was fast and furious, and had the effect of killing off all the weaker riders. Usually the game has been to jog along at a steady pace for three or four days and then make a grand stand play in the early hours of Friday. And this has pleased the management immensely; in fact, the promoter has been known to offer a strong team a cash remuneration to not attempt to lap the field until late in the week. The teams must be kept together to coax the shekel from the dear public; it previously having been the idea that this was the way to do it. A fallacy knocked kite-high is what has happened in this race. It has not been a hippodrome-but an out and out struggle, with genuine and not press agent bitterness manifested between some of the riders. Result: P. T. Powers' bank-roll made bigger in proportion for the first two days of the race than from any six day grind for five years past.

Tuesday was elimination day.

Walter Rutt, most feared of all the foreign riders, tore the heart out of some of the contestants during the early-hours. At 3:45 Rutt ducked his blond head and reeled off two dizzy laps. The field strung out like the bobs on the tail of a kite in its gyrations. Twice around the yellow pine saucer, a crash on the lower curve, screams from the high strung, nervous, excitable feminine late stayers in the boxes and a scurry of attendants toward the turn. Another spill! That's all. One of a hundred such falls that make a six day race. It was Vanoni, Williams and Bardgett this time. Poor Bardgett! A badly shoulder and more internal pains to battle against for four days-and Williams-determined, plucky little Williams, with cuts and bruises to further slow his not extra fast pace. Vanoni saw Italian sunsets and Vesuvian eruptions too.

Tuesday was the hardest day of all. Though unable to walk without assistance, Bardgett got on his bicycle and pedalled agonizing laps, when Logan had to call upon him. Many would have given up then and there but Logan's Irish dander was up and with his fighting blood tempered by much sympathy he let Bardgett have all the rest he could. Wilcox wanted to quit, but Williams wouldn't, though unfit to ride. Limberg was all in and had to be threatened with a beating to get him on his bicycle. He babbled like a child to Tom Tormant, his trainer. Limberg was doing what he could, but he "wasn't there."

Sherwood, his partner, had to bear practically all the drubbing and when Limberg finally went to pieces the ex-amateur champion stayed on the track as long as he could. Sherwood had to give up just after Rutt's sprint and then he claimed the four hour privelege and went to his quarters for his first sleep.

John Bedell did not want to team with Sherwood as the latter was two laps behind the leaders and so after Sherwood stopped riding and asked the four hour privelege that kept John Bedell from teaming together, as the rules will not permit two riders, both of whom have ben off the track, to make a reconstructed team. None of the other teams broke up during the next four hours, so John Bedell was officially counted out at 4:35 a. m., and Sherwood at 7:45 a. m. Shortly before 6 a. m. Wiley fell, but was unhurt, and an hour or so later Galvin tumbled and brought down MacDonald and Breton with him.

The afternoon brought out another big sprint. After a long rest Moran relieved Fogler and at once started a terrific sprint that lasted eight minutes. Rutt made a



JAMES F. MORAN

pretty pickup of Stol, and assisted in the sprint. That was the wildest spurt up to that time and ended when Bardgett fell on the 26th street stretch. When it was all over the score board announced that the teams MacDonald and Lawson, Logan and Bardgett had been lapped once and Wilcox and Williams six times. There was another mixed up lot of scorers Bardgett and Logan had not been lapped before the fall occurred, and that was not Bardgett's fault, as another rider cut down on him. The scorers were adamant to Logan's protest, so Powers was appealed to. When Logan emerged from Powers' office he wore a smile, and when Bardgett rode around, said: "Alright, Walter, we'll ride," from which it is judged that the interview was satisfactory.

At 7:24 Rutt, Moran and Matt Downey got a combination working smoothly and the trio tore the field to pieces. Just as they were about to lap the field, Samuelson fell, on the Madison avenue turn, having bumped into Galvin. Samuelson was badly shaken up. The officials decided the accident occurred just before the fall. Moran, Stol and Downey made another attempt to

steal a lap before midnight but again a fall prevented. Downey and Mitten were the first unfortunate ones and then Wilcox and Georget collided while trying to avoid the other fallen riders. Wilcox broke the middle finger of his right hand, the break



WALTER RUTT

occurring with such force as to push the bone through the flesh. About fifteen minutes before the sprint started, Wilcox had regained one of his lost laps, the field making no attempt to prevent him.

Third Day—Wednesday. Score at 72 Hours.

Miles. Lp	S
Fogler-Moran	1
Rutt-Stoll	1
Logan-Bardgett	0
Georget-Dupre	0
Galvin-Wiley	0
Krebs-Vanderstuyft 1,212	Ō
Downing-Downey 1,212	0
	8
Breton-Vanoni 1,211	5
The second few 72 house to 1 416 miles	

The record for 72 hours is 1,416 miles 8 laps, made by Miller and Waller in 1899.

Wednesday was the big day of the race, excepting, of course, the finish, which will occur tonight. It was just about half over when two teams—Krebs-Vanderstuyft and. Georget-Dupre were dropped from the tie with the leaders, leaving Rutt and Stol and Fogler and Moran supreme at the top. It was also forcibly demonstrate that the new rule to regulate falls, designed to eliminate fake tumbles by riders about to be lapped, is a good one. It was administered to Floyd Krebs with such telling effect that his team was penalized one lap.

It was 1:45 when Rutt got the signal to go. He didn't lose any time about it, either. Germany streaked around the

saucer with America, represented by Moran and Downey, on in the most merciless sprint of the week. It lasted for ten minutes, during which time the riders were all over the track. Fogler took Moran's place in the flying procession and Stol relieved Rutt, while Downing picked up Downey. The other riders had not been idle, but the trio kept its combination working until they had lapped the teams Georget and Dupre and Lawson and MacDonald once, and Breton and Vanoni twice. They were just going to go by Krebs when the Flying Dutchman pulled in his wings and flopped to the track. As he had fallen



· JOE FOGLER

when no other rider was near him it was evident that he had fallen on purpose. So thought the referees, for the penalized the Krebs-Vanderstuyft team one lap, which it would have lost any way had Krebs not fallen. "Herr" Krebs stormed around in Weberfieldian English and threatened to quit unless the lap was restored, but the referees were firm in their decision and Krebs and Vanderstuyft were told that if they quit the race for that reason they would be fined heavily and suspended for one year. Both the Flying Dutchman and the Belgian saw a great light and—they remained in the race.

Wilcox gave one of the gamest exhibitions, when he appeared on the track at 5:15 a. m. to relieve Williams, who had been been industriously grinding away since his partner broke his finger the night before. Williams was suffering with a disordered stomach and Wilcox took his place, steering with his left hand when the pace was slow. When it livened up enough to make two hands necessary, Wilcox set his jaws and used his broken hand. He got a rousing ovation from the early birds but could not stand it longer than 7 o'clock,



Before the Sleepers Wake.

when the team withdrew, 3 miles, 6 laps behind the leaders.

In the meantime Samuelson's collapse was hastened by his fall the night before, and he cried "all in" at 3:05 a. m.; Mitten rode until 5:38. When Saxon Williams saw Mitten get out, and Wilcox about to give up, he wanted to team with Mitten and continue the race, but as the team would would have been so far behind as to preclude the possibility of winning anything, both these determined and plucky little riders were persuaded to put on their street clothes and view the race from the stand.

The 1,000 mile mark was passed at 10:28 a. m., Leon Georget leading at the time.

Some little excitement was caused early in the morning when a gang of toughs battered in one of the entrances and fought with the Pinkertons. Nearly forty of them got into the Garden before help arrived and the invaders repulsed.

P. T. Powers thought he was not making enough money out of the race at 50 cents per head, and as many whiffs of foul air as one wanted for that price, so he doubled the general admission at night, advancing the price of reserved seats and boxes correspondingly. Last year the public was not mulcted until Thursday night. Despite the advance the Garden was packed as on the preceeding nights.

The afternoon was remarkable for the repeated baby jumps and spasmodic spurts made by Breton, the Frenchman, who was either trying to tire the field or was being paid to make the race interesting.

An old feud between Fogler and Vanderstuyft broke out in the afternoon. It dates back to 1904, when the Belgian tried to harass Oliver Dorson, who with Root had lapped all the field save Vanderstuyft and Stol. Fogler, being Dorlon's friend, resented the action. Early in the afternoon Vanderstuyft started to ride so recklessly in an apparent attempt to put Fogler or Moran down, that he had to be warned by the referee. Early in the evening the trouble broke out on the surface, when Vanderstuyft cut down on Fogler, who saved himself a fall by by back-pedalling. When Fogler extricated himself from

the pocket, he rode along side the Belgian and struck at him twice, but neither of the swings landed. They had to be warned by the referee, and the armed truce again went into effect.

Rutt and Breton collided soon after the altercation, and although they fell heavily, were not seriously injured. Vanoni began to lose his speed during the afternoon and between 2:30 and 3:30 lost three laps for his team.

Fourth Day—Thursday.
Score at 96 Hours.

Miles.	Lps.
1,562	8
1,562	8
1,562	7
1,562	7
1,562	7
1,562	7
1,562	7
	5
1,562 -	. 1
	Miles. 1,562 1,562 1,562 1,562 1,562 1,562 1,562 1,562 1,562

The record for 96 hours is 1,865 rules 2 laps, made by Miller and Waller in 1899.

With but few exceptions Thursday passed off very peacefully for the riders, although the day gave promise of being a bad one when Moran, Stol and Downing started a lively sprint at 1.30 a. m. Although it lasted for seven minutes, the combination, as these three teams have become to be known, failed to gain the lap, and the riders after a while slowed down. Moran was in front at 1.30 p. m., when 1,400 miles were covered; Rutt led at 8.40 p. m., when 1,500 miles were tallied Vanoni fell on the Madison avenue bank a few minutes later but was not hurt.

Krebs made up his mind to gain a lap early Friday night and might have succeeded but for Matt Downey, the most popular rider in the race, measuring by the applause that greets him every time he comes upon the track. The sprint was broken up when Downey and Krebs came together after Vanderstuyft had relieved the latter. Downey fell again at 10.15 p. m., and it looked very much as though Krebs had cut him down deliberately. The popular little Bostonian is a sportsman to the core, however, and when the crowd hissed the Newark German, Downey had it announced that the fall was caused by no other rider in the race.

Vanoni lost two laps during the evening but later was allowed to regain one, the field making no palpable effort to catch the Italian.

Because he reads the daily newspapers rather than take the trouble to ascertain things for himself, Police Commissioner Bingham gave one hundred of his policemen a chance to view the six day race for nothing. Mr. Bingham had read all the papers and therefore reasoned that Madison Square Garden must be a dreadful place during six-day week, a place where lawlessness reigned supreme. Perhaps last year it was not safe to leave one's overcoat on the seat while the owner went down in the cafe for a bracer. This year, however, with 100 Pinkerton race track men strictly "on the job" at all times, conditions were improved. Several little brawls occurred, as they are bound to do where people congregate for the night, but as a rule any altercation was nipped in the bud.

However, Commissioner Bingham detailed 100 officers to the Garden on Thursday night. They walked in, strolled around, looked at the races, told one or two notorious characters to clear out, and then they walked out themselves.

#### Fifth Day-Friday. Score at 120 Hours.

	Miles.	Lps.
Fogler-Moran	1,944	6
Rutt-Stol	1,944	6
Georget-Dupre	1,944	5
Galvin-Wiley	1,944	5
Downing-Downey	1,944	5
Logan-Bardgett	1,944	4
Krebs-Vanderstuyft	1,944	4
Breton-Vanoni	1,944	0

The record for 120 hours is 2,316.7, made by Miller and Waller in 1899.

What may prove the most serious accident of the race occurred just after 1 o'clock Friday morning. Urban McDonald, the popular young New Yorker, who was teamed with Iver Lawson, ran off the track at the ending of the Madison avenue turn and fell on a spectator on the floor below. The exact extent of MacDonald's injuries are not known, and the doctors at the New York hospital, where he was taken, refuse to make a comprehensive statement.

Some misguided philanthropist in one of the boxes who had been getting rid of his money as fast as he knew how by buying champagne, suddenly conceived the "bril-'liant" 'idea that he could get his money's worth in excitement by offering \$100 to the team that could gain a lap. Mr. Misguided Philanthropist wanted Fogler and Moran to win the money, so it is natural that he should tell Moran's trainer before any one else and deposit the money with them.

Well, to make a long story short, Moran made his bid just before Fogler went out to relieve. The sprint lasted for several minutes until it was terminated by the sensational fall of MacDonald. The young New Yorker was riding back of Dupre and several others, and instead of taking the pole when Dupre rode somewhat wide at the turn MacDonald generously gave Dupre all the room he wanted by holding to the outside. The riders were going at such a terrific rate that when McDonald's right pedal struck the ground rail on its downward stroke the rider was lifted clear of the track and fell straddle of the two by four railing that protects the outer edge of the track. After hitting the guard rail MacDonald toppled over the side track to the floor some feet below. He did not strike the floor directly, however, An unknown spectator broke the rider's fall. Both the spectator and MacDonald were stunned, the former was revived soon after, but "Mac" did not recover consciousness until in the ambulance on the way to the New York hospital. There was found a bad gash in the head and a badly bruised stomach, which may develop internal injuries not apparent at the present time. Iver Lawson took up the running for the team until it was learned that MacDonald could not possibly resume the grind. The team was withdrawn at 1,588 miles 5 laps.

About the greatest excitement during the afternoon was caused by Fogler and Dupre, who almost came to blows. The Frenchman wanted to sprint so he could lose the Logan-Bardgett team, which was in bad shape, but Fogler, taking pity on the pluckiest team in the field, did all he could to hold Dupre back. Fogler transgressed some rules while engaged in his jockeying match with Dupre, and had to be called to task by the referee. After a while Dupre ran into Frank Galvin and thus put an end to the duel between Fogler and himself for the time being.

Moran and Rutt took up the running after Krebs had tried to get away from the bunch a little after midnight, and they made things interesting for nearly fifteen minutes. Logan's knees have gone bad, and as he is riding purely on nerve now, as is Bardgett, the Boston Irishman lost ground steadily, and the field tacked a lost tap on his score, while Vanderstuyft dropped a lap in the sprint that his partner started. Logan was in danger of losing another lap when Bardgett came on and after a long unpaced ride which drew cheers from the throng, succeeded in catching the bunch and saved the loss of an additional lap.

Not long after that the field allowed Vanoni to gain one of his many lost laps, but when Bardgett tried the trick a few minutes later the pack was after him in full cry, led by Breton. It looked as though Fogler and Stol were out to help Bardgett gain the lap lost by Logan, but when Logan relieved his damaged knees would not permit him to make the sprint necessary for suc-

Krebs more than a dozen times attempted to get away from the others, but led by Fogler, Moran, Rutt, Stol, Downing and Downey, they made the Flying Dutchman very angry by tagging him each time. The fast pace during the night caused the mileage to soar and for the first time during the race it rose above last year's figures at the 119th hour. In the last race at this time the leaders had covered 1,927 miles 6 laps; last night the midnight score was 1,928 miles 8 laps. If the fast pace continues last year's figures may be eclipsed. When the score was posted at 1 a. m. Saturday, the 120th hour, the teams of Fogler-Moran and Rutt-Stol were tied for the lead. Georget-Dupre, Galvin-Wiley, 'and Downing-Downey made up the second division with a loss of one lap; Logan-Bardgett and Krebs-Vanderstuyft were two laps behind the leaders, and the score of Breton-Vanoni was 1,944 miles.

#### THE SPRINTS "ON THE SIDE."

Thorwald Ellegaard, champion of Denmark, champion of Europe, and three times champion of the world, came to America two weeks ago for the express purpose of meeting America's champion sprinter, Frank L. Kramer, in a series of match races at Madison Square Garden during the six day race. He was confident of success. Thorwald Ellegaard shortly will return to Denmark confidence that he met his master. The ever-smiling Dane will not be cast down; it isn't in his nature to be morbid. He may defeat Kramer the next time they meet abroad. Of the four races held this week in Madison Square Garden Ellegaard did not win one. He was outridden, out-generaled at every point by the masterful riding of Kramer. A word of excuse for Ellegaard: His riding showed him to be a big track rider and doubtless he felt strange on the small ten lap Garden saucer, but taking their time trials as a basis of comparison Kramer won by a per centage. In several of the races Ellegaard used poor judgment, but once when he did take the pole the American proved faster and got the inside position again.

The other special events during the week consisted of amateur and professional scratch and handicap invitations, motorpaced exhibitions by American Champion Hugh MacLean and by Walthour, who quit in the six day race, and pacing machine match race between Charles Turville and Fred White. The amateur events were evenly divided, W. Vanden Dries, Cameron, Leon Vanderstuyft, Frank Eifler and Hawkins each taking one. Sherwood, John

Bedell and Menus Bedell accounted for the three professional races held after the six day field was broken up. Here is the sum-

Monday Afternoon,

One-half mile, against time, unpaced— y Thorwald Ellegaard, Denmark. Time,

One-quarter mile against time, unpaced— By Frank L. Kramer, East Orange. Time,

Two miles, motor paced exhibition—By Hugh MacLean, Chelsea. Time, 3:16%.

Monday Night.

One-quarter mile against time, unpaced —By Thorwald Ellegaard. Time, 0:264/5. One-half mile against time, unpaced—By Frank L. Kramer. Time, 0:55.
Five miles motor paced exhibition—By Hugh MacLean. Time, 8:474%.

Tuesday Afternoon.

One-half mile against time, unpaced—By Thorwald Ellegaard. Time, 0:543/5.

One mile, amateur handicap—Won by Fred Hill, Watertown (70); second, Martin Kessler, Irish-American A. C. (45). Time, 2:081/5.

One-quarter mile against time, unpaced— By Frank L. Kramer. Time, 0:25½. Two miles motor paced exhibition—By

Hugh MacLean. Time, 3:153/5.

Tuesday Night.

One-half mile amateur handicap—Won by J. B. Hawkins, C. R. C. A.; second, George Cameron, Irish-American A. C.; third, William Vanden Dries, New York A.

C. Time, 1:01½.

Three miles motor paced exhibition—By
Hugh MacLean. Time, 5:18½.

One-half mile match—Won by Frank L. Kramer, America; second, Thorwald Ellegaard, Denmark. Time, 1:1345.

Wednesday Afternoon.

One-quarter mile against time, unpaced-

By Thorwald Ellegaard. Time, 0:26.
Two miles motor—Won by Charles Turville; second, Fred White. Time, 3:272/5.
Two miles motor paced exhibition—By Hugh MacLean. Time, 3:30.

One-half mile, against time, unpaced—By F. L. Kramer. Time, 0:56\(\frac{4}{5}\).

One mile handicap, amateur—Won by Frank Eifler, C. R. C. A. (35); second Martin Kessler, Irish-American A. C. (45). Time, 2:073/5.

One mile motor paced exhibition—By R. J. Walthour. Time, 1:45%.

Wednesday Night.

Two miles motor—Won by Fred White; second, Charles Turville. Time by miles, 1:40%, 3:173%.

One-half mile handicap, amateur-Won by Fred Hill (25); second, George Cameron (scratch); third, Frank Eifler (15). Time, 1:013/5.

Two miles motor paced exhibition—By

Hugh MacLean. Time, 3:24%.

One-quarter mile professional, open—Won by Menus Bedell, Lynbrook, L. I.; second, Norman Hopper, Minneapolis; third, John Bedell, Lynbrook. Time, 0:323%.
One mile match—Won by Kramer; second, Ellegaard. Time, 3:023%.

One mile motor paced exhibition—By Walthour. Time, 1:424%.

Thursday Afternoon.

One-half mile against time, unpaced—By Ellegaard. Time, 0:56%

One mile motor paced exhibition—By Walthour. Time, 1:403/5.

One-quarter mile against time, unpaced By Kramer. Time, 0:25%. One mile handicap, amateur—Won by Leon Vanderstuyft, Belgium (100); sec-ond, George Cameron, Irish-American A. The fact, that there were

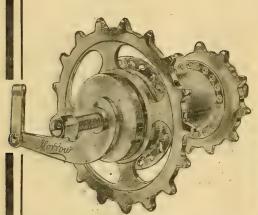
## MORE MOTORCYCLES

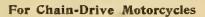
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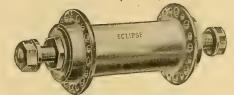
## Morrow Coaster Brake

at the

MADISON SQUARE GARDEN SHOW



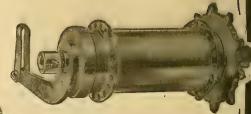




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C. (scratch); third, Wm. Vande New York A. C. (25). Time, 2:09

Two miles motor paced exhibition-By Hugh MacLean. Time, 3:33.

Thursday Night

One-half mile amateur handicap-Won by Cameron (scratch); second, W. Vanden Dries (5); third, Vanderstuyft (50). Time, 1:03%.
Two miles motor paced exhibition—By

Hugh MacLean. Time, 3:2545.

One mile match—Won by Kramer; sec-

ond, Ellegaard. Time, not taken.
One-half mile open, professional—Won
by John Bedell; second, Menus Bedell;
third, Sherwood. Time, 1:04%

One mile motor paced exhibition—By Walthour. Time, 1:39½.

Friday Afternoon.

One-quarter mile, unpaced, against time

—By Ellegaard. Time, 0:25%.

Two miles motor paced exhibition—By Hugh MacLean. Time, 3:25.

One-half mile, against time, unpaced—

By Kramer. Time, 0:55\%.

One mile motor paced exhibition—By Walthour. Time, 1:40\%.

Friday Night.

One-half mile amateur, open-Won by W. Vanden Dries; second, Frank Eifler; third, Leon Vanderstuyft. Time, 1:05. Two miles motor paced exhibition—By

Hugh MacLean. Time, 3:204/5
One mile handicap, professional—Won by Sherwood (60); second, N. M. Anderson, Denmark (75); third, John Bedell (scratch).

One-half mile match—Won by Kramer; second, Ellegaard. Time, 1:11½.

One mile motor paced exhibition—By Walthour. Time, 1:39.

#### Stirring Finish in Motorcycle Race.

Louis Flescher, riding a two cylinder machine, won the Omaha Motorcycle Club's five mile handicap road race, over an out and home course, which was run on the 1st inst. He started from scratch and after a stern chase caught the leader, W. E. Dewey, in the last 100 yards and beat him to the tape by ten lengths in 6:02: Dewey (1:23) was second in 7:251/3, Will Green (2:27), third in 8:31, Edward Jackson (2:12), fourth in 8:16 and R. G. Flynt (1:47) fifth in 8:06. According to the local reports of the race Jack Prince served as starter and timer and all of the five placed men received cash prizes, which, if true, makes professionals of all who competed in the event.

#### Los Angeles Closes the Mufflers.

As a direct result of the open muffler nuisance the city fathers of Los Angeles, Cal., have passed their much-discussed ordinance, making it an offense to use the muffler cutout except on steep grades. The restriction is general in that, it applies equally to automobiles as well as motorcycles. It provides in substance that all bicycles, motor cars, etc., provided with a gasolene engine, must be equipped with an efficient' muffier properly attached thereto, and that it shall be unlawful to open the muffler except on grades of 12 per cent. or over. Violation of the ordinance is a misdemeanor punishable by a fine not exceeding \$100, or imprisonment not exceeding fifty days, or both.

#### Wm. Vanden Dries, STIRRING PRELUDE TO SIX-DAY RACE

Foreigners Win Long Events, but Champion Kramer Toys with Jacquelin-Immense Field in Amateur Event.

Characterized as the most notable curtain raiser for a six day race held in several years, a wildly enthusiastic crowd numbering more than 10,000, cheered itself hoarse last Saturday night, 7th inst., when Louis Darragon champion pace follower of the world and of his native country, France, decisively took Robert J. Walthour's measure in a ten mile motor paced match pace which Announcer Charles Harvey naively told the crowd was for the championship of the world, and also when Walter Rutt, the German sprint champion, won the annual international ten mile professional open by a narrow margin from Matt Downey, Walter Bardgett and Joe Foglet. The meet was the annual preliminary to the six day race and was naturally held in Madison Square Garden.

The Darragon-Walthour paced race went contrary to precedent. Walthour was picked to win because his rival had but arrived and was strange to the turns of a small track. Darragon, however, came to America in time to accustom himself to his pacemaker and small tracks, and the result was that he showed himself Walthour's master from the very start of the race. Foxy Gus Lawson, who paced Walthour, advanced and retarded his spark so quickly that he made the engine backfire, but not until he saw that Walthour would be trounced. It was a shrewd play for the sympathy of the public, unacquainted with. motorcycles or Walthour, as Walthour's defeat was laid to faulty pace. Darragon , won by more than three laps.

A foreigner captured the big ten mile open which had for starters most of the six day entrants. James F. Moran went out after the lap prize and scored enough to win that money before he punctured. The finish was a good one between Rutt, of Germany, Matt Downey of Boston, Bardgett of Buffalo, and Fogler of Brooklyn, marred only by Downey's disqualification. Fogler pulled Rutt and when Downey came by on the outside of the first turn of the last lap he put his hand out and shoved Fogler in the flat. It is claimed that Fogler did something to Downey earlier in the race. Bardgett, who almost nipped Downey at the tape, was awarded second

National Champion Kramer toyed with Edmond Jacquelin, a former world's champion, in the first heat of their match race. The distance was a half mile and Kramer kept in front all the way, as he did not let Jacquelin spring a surprise in the form of a jump. The second heat was delayed because Jacquelin would not ride unless P. .T. Powers gave him \$100 more than his contract called for, the Frenchman claiming that he agreed to ride one race, and that one heat made one race—a childish argument. Rather than delay the program Powers paid the money and Jacquelin tucked it under his jersey. It probably weighed too much as the Frenchman petered out in the last lap of the mile. claimed he misunderstood the signals, but a trainer in close touch with him told the Bicycling World man that Jacquelin thought he could sprint five laps and beat Kramer, but he overestimated his strength. As Jacquelin sat up when Kramer passed him easily in the last lap the finish was uninteresting.

William Vanden Dries, of the New York A. C., scored heavily when in a drivish and beat George Cameron, Irish-American A. C., in the final heat of the quarter mile championship, the first track title to be decided this season. In the one mile amateur handicap, won by Emil Drewitz. there was an enormous field of 76 starters. requiring ten heats to be run to reach the decision.

Thorwald Ellegaard, of Denmark, rode an unpaced quarter, and American Champion MacLean did a mile exhibition in the good time of 1:44. The summaries:

Quarter mile national amateur championship—First semi-final-Martifi rish American A. C., first; George Cameron, Irish-American A. C., second. Time, 0.331/5. Second semi-final—W. Vanden Dries, New York A. C., first; Owen Devine, Brooklyn, second. Time, 0.313/5. Final heat-Won by W. Vanden Dries; New York A. C.; George Cameron, Irish-American A. C.; George Cameron, Irish-American A. C., third; Owen J. Devine, National A. C., tourth. Time, 0:32½.

International match race between Frank Kramer and Edmond Jacquelin (distances, Valley and Lord for third and Lord for third and the second states.)

half mile and toss for choice of third distance)—Half mile won by Kramer. Time, 1:0545. One mile won by Kramer. Time, 2:4825.

International ten-mile, open, professional -Won by Walter Rutt, Germany; Walter A. Bardgett, Buffalo, second: Joseph Fogler, Brooklyn, third; W. E. Mitten, Davenport, Iowa, fourth. Time, 23:40%.
One mile amateur handicap—Won by

One mile amateur handicap—Won by Emil Drewitz, Williamsbridge (160 yards); R. B. Smith, Brooklyn (135 yards); second; William Kafus, New York (155 yards), third.

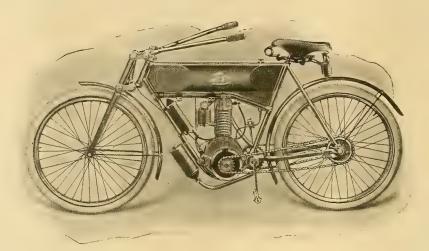
Ten-mile motor-paced race, Louis Darra-con, France; Robert Walthour, America-yon by Darragon. Time, 17:173/5.

Won by Darragon. Time, 17:173/5.
Quarter mile exhibition, unpaced—Thorwald Ellegaard, champion of Denmark. Time, 0:264/5.

One mile exhibition, motor paced—Hugh MacLean, of Boston. Time, 1-441/5.

At the annual meeting of the Auburn Cyclers, Auburn, N. Y., on Saturday last; the following officers were elected for the ensuing year: President, Dr. William T. Hudson; vice-president, William H. Goodwin; directors, Robert D. Lanehart, Philip F. Roseboom and Dr. Arthur Myers, Dr. Myers and Dr. Fish were tied on the count for the third director and Dr. Fish withdrew, giving the place to Dr. Myers.

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#### BICYCLE SERVICE IN POLICE WORK

Its Efficiency in Enforcing Law Recognized in Many Cities-What Heads of Department Say About It.

On the principle of "setting a thief to catch a thief," the bicycle was first introduced into the police department of the different cities as a means for apprehending the "scorchers," who used to throw panic into the hearts of other riders and the sidewalk public by tearing along the streets at a mad clip. The "scorching" evil subsequently died a natural death as rational riding increased, so that the police bicycle is no longer engaged in hounding its brother, the citizen's bicycle, but has turned its attention to the festive motor car, for which latter purpose the motorcycle also has come into use during the past few years. The real exten of their use and the esteem in which bicycles of both sorts are held by the police authorities is, however, not a matter of common knowledge.

Inquiries made at police headquarters in the one hundred largest cities of the United States, shows that more than half of them have or will have bicycle squads at once, and the following tabulation furnishes some

interesting comparisons:

8	Motor-
Bicycles.	
	-
New York, N. Y	15 28
Philadelphia, Pa	20
Boston, Mass 5	ő
St. Louis, Mo. 0 Boston, Mass. 5 Baltimore, Md. 1	1
Baltimore, Md 1 Cleveland, Ohio 13	0
Buffalo, N. Y	4
Cleveland, Ohio 13 Buffalo, N. Y. 7 San Francisco, Cal. 2	4 2
Pittsburg, Pa 20	õ
Detroit, Mich 0	4
Milwaukee, Wis.	i
Washington, D. C 60	Ô
Newark, N. I	Š
Louisville, Ky	ŏ
Minneapolis, Minn 5	
Providence, R. I 8	0
Rochester, N. Y	4
Toledo, Ohio	6
Columbus, Ohio	.0
Worcester, Mass 4	-3-
New Haven, Conn 3	-0.1
Cambridge, Mass 4	- 0
Atlanta, Ga 40	Ö
Richmond, Va. 10	0
Hartford, Conn	0
Wilmington, Del 0	0 2 0
Trenton, N. J.	. 0
Bridgeport, Conn	0
New Bedford, Mass 10	0
Springfield, Mass.       2         Evansfield, Ind.       6         Erie, Pa.       2         Elizabeth, N. J.       3         Holyoke, Mass.       2         Saginaw, Mich.       8	0
Evansfield, Ind. 6	0
Erie, Pa	0
Elizabeth, N. J	. 0
Holyoke, Mass 2 Saginaw, Mich 8	ŏ
Lincoln, Neb.	ŏ
Binghamton, N. Y.	ŏ
Augusta, Ga	ŏ
Birmingham, Ala 4	ŏ
Los Angeles, Cal	· 6
Lowell, Mass 4	0

The first surprise in the table is the absence of any figures from Chicago. While New York leads all the other cities, and Commissioner Bingham's office reports that the number of motorcycles is to be increased to thirty at once, the second city in America has neither bicycle or motorcycle owned by its police department.

Major Sylvester, superintendent of the capital's Metropolitan Police, claims for Washington, D. C., the credit of being the first city in the United States to establish a bicycle squad. Each of the sixty officers performs two hours of duty a day, and their bicycles are fitted with speedometers which are regularly tested and which are accepted as evidence in court.

Chief E. P. Creedy, of St. Louis, is an enthusiast on the value of motorcycles to prevent scorching. He says: "The motorcycle has been in use here for the past six months, and the department would feel



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greatly handicapped if deprived of their valuable services. I am sure that I voice the sentiment of all members of the department in saying that they surpass by far the automobile in point of police service, and are far less liable to breakdown or injury in the pursuit of a scorcher. In actual line of duty, a machine has made 45 miles an hour on one of the city's streets."

Superintendent of Police Regan, of Buffalo, keeps his bicycle squads on duty from May to November, and he considers them a most important auxiliary to the force. "My motorcycle men," he says, "are posted on the outskirts of the city covers ing the boulevards and park approaches, those being the places where the speed laws are most likely to be violated. The bicycle men work in the more central part of the city, enforcing the traffic ordinances in general, such as looking after peddlers and hucksters operating without license, corner loungers, etc."

Philadelphia has twenty-eight regularly detailed motorcycle officers, and twelve patrolmen on bicycles. "The machines have

proved to be of mestimable value to the bureau in suppressing violation of the speed law on the part of automobile drivers," says Superintendent John B. Taylor, " and these machines have also demonstrated their worth as messengers and render good service in parades and other demonstrations. In fact, they are practicaly indispensable today as an adjunct to police business."

Chief Corbitt, of Newark, N. J., keeps his motorcycle men on streets used by automobiles and motorcycles, from 2 till 10 p. m. Four bicycle men are on the main streets from 6 a, m. till 2 p. m., while the other seven bicycle policemen tour side streets and fom 2 until 6 p. m. help the motorcycle squad in watching for speed violators. "While this branch is an experiment comparatively," says the chief, "it has been a decided success, as there are numerous arrests and convictions of violations."

The economical side of the question is well brought out by Chief of Police Kerr, of Los Angeles. "Motorcycle officers bring in \$1,800 or \$2,000 per month in fines," he says. "We have been able to hold down the speed fiends since getting them.'

Chief of Police Biggy, of San Francisco, is another believer in motorcycles. He states that while his department is now able to cope with ordinance violations, previous to inauguration of motorcycle officers he was helpless in rounding up persons who care nothing for speed laws on public streets and in parks.

Chief of Police Pullen, of Cambridge, Mass., expects to increase his present bicycle force. "I propose," he says, "to use ten officers and a sergeant as a bicycle squad whose duties will be general police work including special attention to regulating the use of the automobile in the city."

In speaking of his wheel officers, Chief Hayden, of Rochester, N. Y., says: "Previous to having such a detail, it was almost impossible to procure a conviction in police court. We use speedometers that are inspected by an experienced man once a week for accuracy." Much the same view is taken by Chief Janssen, of Milwaukee, who says that the motorcycle is more satisfactory than timing automobiles on a measured course by two officers with stop

Toledo's four motorcycles are to be reinforced at once by two more. "There is nothing better than a high powered motorcycle," is the verdict of Toledo's department. Minneapolis, Richmond and New Haven put their trust in bicycles alone, and find them very: satisfactory. Minneapolis officers in plain clothes have wheels at each station house. Chief Cowles, of New Haven, says that his three bicycle men are of great value, but that the speed law of Connecticut has too many holes in it to suit the police departments of that State.

One large Southern city reports several horse-mounted policemen, but no cycles of either sort. However, the chief of police writes: "The only ones we have to chase

here are niggers, and they don't get away often."

Marshall of Police T. F. Farnan, of Baltimore, states that several motorcycles are to be shortly installed in his department to assist the single motorcycle and solitary bicycle officer now on duty. Springfield, Mass., also hopes to add two motorcycles in the spring, and now has two bicycle roundsmen.

Chief of Police Beach, of Wilmington, Del., claims that his motorcycle men not only do vastly better work in enforcing speed laws than foot men can, but they more than earn their own salaries in fines. Superintendent of Police Downey, of Detroit, makes much the same point by saying: "Many speed law violators have been overtaken by the officers and complaints made against them for violations, who otherwise would have escaped us."

Chief of Police Kohler, of Cleveland, who has thirteen bicycle men, but no motorcycle officers, says: "Much assistance has been rendered by our bicycle squad in curbing violators." Chief Jennings, of Atlanta, who boasts of forty bicycles in regular daily use, goes on record with the statement that "Wheelmen are of great service generally," and Chief Brennecke, of Evansville, announces that "Bicycles are the best addition possible for al purposes:" and that he will add to his present number on January 1st.

Saginaw regards bicycles as a legitimate form of expense to be maintained regularly, and therefore the city furnishes the department with two new wheels annually. At this time the city owns eight. Louisville is proud of her thirty-three wheels, and Chief Haager says: "I consider my wheelmen the best branch of the department, and they are of great service in curbing the speed of reckless automobile drivers."

In addition to the uses to which bicycles have been put since automobiles have been perfected, there is a wide use for bicycles in furnishing officers with rapid transportation when the city's forces are small or overworked. In communications on the subject, this feature was warmly endorsed by Chiefs W. J. Norris, of Augusta, Ga.; P. Egan, of Providence, R. I.; W. F. Quinn, of Hartford, Conn.; D. A. Matthews, of Worcester, Mass., and Henry A. Mason, of Bedford, Mass.

Chief of Police O'Connor, of Columbus, O., has requested two motorcycles, as he believes that they are just the thing for stopping automobiles from speeding. Others who heartily approve of cycle and motorcycle officers, and who hope to see them added to their forces, are L. B. Day, of Scranton, Pa.; E. H. Waterhouse, of Portland, Me.; J. B. Hutchison, of Paterson, N. J.; J. J. Donahue, of Omaha; Wm. Clemans, of Wheeling, W. Va.; W. C. Austin, of Savannah, Ga.; Chas. H. Goodrich,

of Binghamton, N. Y., and Geo. M. Beach, of Waterbury, Conn.

#### Law Against Trick Riding Enforced.

Although New York City has an ordinance that prohibits trick riding in the streets, comparatively few cyclists are aware of the fact. Harry Rogers, aged 15, learned the truth a few days ago to his sorrow. Harry is very nimble on a bicycle and by practice has become adept in balancing and other stunts. In performing for an admiring group in his neighborhood he gradually drew the attention of a large crowd. The presence of the crowd in an unwonted place in turn impelled a policeman to investigate. and upon the officer finding that the trick bicycling riding was being performed on the street in violation of the ordinance forbidding it, the unhappy lad was arrested and was haled before one of the city magistrates to answer for his offense.

The charge against him as entered by the policeman read that he had been caught "doing tricks and fancy maneuvres on a bicycle on the sidewalk at 116th street and Fifth avenue, thereby causing a crowd to collect and thus endangering the lives of women and children." In spite of the enormity of the crime, Harry was let off with a reprimand from the magistrate, who explained to him the objections to using the streets for trick riding, and the reason for the law.



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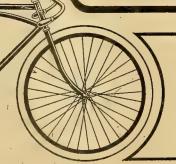


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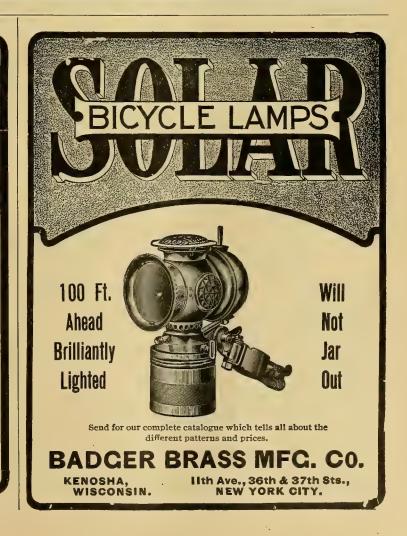
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> The only chain having Frictionless Rocker Joints. Insist on having the Morse Twin Roller. Fits regular sprockets.

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The Week's Patents.

870,645. Velocipede Seat Post. Meyer Rosen, Bloomington, Ill. Filed March 18, 1907. Serial No. 362,963.

1. In a velocipede, a seat post having a collar disposed on its lower end, a spiral spring supported thereon, a collare supspring supported thereon, a collare sup-ported by said spring and movable on said seat post, a bifucated arm on the upper end of said seat post, a lever pivotally secured in the free end of said arm, said lever being provided between its ends with a longitudinal slot adapted to receive said seat post, and a seat mounted upon the free end portion of said lever, the latter being supported by said spring.

870,834. Motor Bicycle. Forrest P. Lindley, New York, N. Y. Filed Jan. 12, 1907. Serial No. 352,040.

1. In a motor bicycle, a rigid frame consisting of two parallel bars and a forwardly tapering portion rigidly connected to the front ends of the bars, combined with a pin secured in the narrow front end of the tapering portion, a steering wheel pivotally supported on said pin, a driving wheel journaled between the parallel bars, a motor supported on said bars, connections between the motor and driving wheel and steering the motor and driving wheel, and steering mechanism supported by said bars and connected to the steering wheel.

In preparation. Ready about January 15. "Care and Repair of Motorcycles." Price, 25 cents. The Bicycling World Company, 154 Nassau street, New York City.

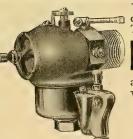
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and your trouble will stop.

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A long felt necessity discovered at last. A perfect luggage carrier to be fitted on either bicycle or motorcycle. Bicycle size \$2.50, motorcycle 33.00, Bicycle adjustment \$3.50, Motorcycle adjustment \$4.00. Shipments can be made immediately. We are ready to quote prices to dealers and jobbers. All manufacturers of bicycles should advocate the use of Bradford Luggage Carriers.

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Length, 11 in. Diameter, 2 in.

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BICYCLES, MOTORCYCLES AND MOTOR BOATS.

MADE BY

THE BARNES TOOL COMPANY NEW HAVEN, CONN.

Volume LVI.

New York, U. S. A., Saturday, December 21, 1907.

No. 13

#### OVINGTON OUT OF THE COMPANY

Disposes of His Interests in Concern Bearing His Name—May Re-establish Himself in Boston.

Earle L. Ovington, president of the Ovington Motor Co., New York, has resigned that office and disposed of his entire holdings in the company. He has been succeeded by George A. Neuman, who was formerly vice-president and who is a manufacturing jeweler of means who had invested largely in the Ovington company. The other officers are E. G. Neuman, vicepresident, and M. A. Powers, secretary and treasurer. Eric J. F. Piel, who, after a month's separation, returned to the Ovington establishment two weeks ago, will be the active manager of the business. The American agency for the F. N. motorcycle will be retained and that well known machine will be pushed with undiminished energy.

Ovington's retirement from the company bearing his name will prove in the nature of a general surprise. It came without foreshadow of any kind. It is probable, however, that he will not quit the motorcycle business. He contemplates opening an establishment of his own in Boston where probably he will handle the F. N., the Light and possibly one other motorcycle. He came from Boston to New York less than three years ago and being a clean-cut man of ideas and prodigious energy, he soon made his influence felt and became widely known. He sold and talked motorcycles because he was in love with them and attracted to them a most desirable class of

#### Swift Declares 20 Per Cent. Dividend.

Although its earnings were slightly less than for the previous year, the Swift Cycle Co., Ltd., one of England's oldest and best

known concerns, has again declared a 20 per cent. dividend. The net profits amounted to nearly £30,000, of which about £20,-000 will go out in the dividend payments, £6,000 to general reserve, and the remainder to be carried forward. The firm has £25,000 in the bank, bills receivable and in hand to about £11,000, and sundry debtors totaling over £65,000, together with a stock in trade amounting to more than £60,000, while patents, trade marks, good will and tangible property are lumped together as almost £140,000, making a grand total of over £300,000, with outstanding debts of a little more than £23,-000. The reserve fund stands at £47,000.

#### Offer for Pope's Syracuse Property.

E. C. Stearns & Co., who once were world-famous manufacturers of bicycles and who under lease from the Pope Mfg. Co., for several years have occupied a factory building in Syracuse, N. Y, have made an offer of \$25,000 for the property. The Pope receivers have recommended its acceptance and applied to the courts for authority to make the sale, which undoubtedly will be granted.

#### Coates & Campbell Get the Corbin.

Henceforth the Coates-Campbell Co., of San Francisco, will have the Pacific Coast representation for the Corbin coaster brakes and front hubs. They have just secured this valuable account and as they, of course, will at all times carry a full stock of the coaster brakes and parts, the trade on the coast will be considerably convenienced thereby.

#### Reliance Will Move to Owego

The Reliance Motorcycle Co. has definitely decided to remove next month from Elmira to Owego, N. Y. As an inducement the Owego Business Men's Association offered a cash bonus of \$1,500 and agreed to build a factory at a cost of \$3,000. The company has given a bond to employ from 15 to 20 men for at least five years,

#### POPE RECEIVERS RENDER REPORT

Statement Shows Business Transacted and Progress Made During November— Receipts Total \$176,316.

In applying to the court last week for approval of the receivers' certificates and for other authority, the receivers of the Pope Mfg. Co. rendered their financial report for the month of November.

The report gave the cash receipts for November as \$112.304.99, and the receipts from collection of accounts and notes receivable as \$23,158.84. Receipts from sales by receivers were \$37,062.52. Other receipts brought the total up to \$176,316.98.

Cash disbursements were \$164,926.54, and the balance was \$11,390.44.

The receipts from Hartford accounts were \$11,274,987, from Westfield accounts \$9,220.19, and from Hagertown accounts \$2,663.69; total, \$23,158.84.

The balance in bank is \$7,995.81.

The accrued liabilities of the receivers are \$27,085.10. The balances due to the receivers of the Pope Mfg. Co. and the Pope Motor Car Co. in other districts are \$6,255.12.

The accounts receivable from sales by receivers October 31, are \$63,854.93, and the sales by the receivers for November amount to \$25,720.54, a total of \$89,575.47, from which cash collections are to be taken aggregating \$37,062.52, and deposits, etc., amounting to \$13,995.74, leaving \$51,058.26.

#### Two-Cycle Motors of Ohio Origin.

Stine & Parks, Fremont, Ohio, are seeking to popularize a two-cycle engine for motorcycle use. The Ohio production is of the three-port, outside fly wheel type and of course the most is made of the absence of valves, cams, timing gears, etc. The dimensions of the motor, which is rated at 2¼ horsepower, are 3 by 3 inches.

#### THE PRINCIPLE OF LUBRICATION

How Oil Lessens Friction—Effects of Varying Load—Selection of Point for Supply of Lubricant.

Because the usual idea conveyed by the word lubrication, comprehends the notion of dropping a little oil through a hole in the top of a bearing, or working a pump handle, it does not prove that the principles upon which it is based are neither complex nor important to know. In fact, it often happens that a clear understanding of what really is involved in the process of lubrication will enable the rider to save himself



Fig. 1.

considerable annoyance, and expense as well.

"The object of Jubrication is to diminish friction and wear," says a foreign expert. "To achieve this end it is commonly con-



Fig. 2.

sidered to be sufficient to make the rubbing surfaces as greasy as possible by means of a lubricant supplied in any convenient manner. We shall show later that in a bearing at work and properly lubricated the oil must form a continuous film which completely separates the journal from the bearing, and that the pressure of the oil varies widely from place to place round the bearing, being in some places at atmospheric pressure and at others at as high a pressure as 200 pounds per square inchat the same moment.

"In figure 1, B is a flat horizontal plate covered by a film of oil, C. A is a smaller plate which is being moved along B, as shown by the arrow. Experiment shows that a very small force is sufficient to cause movement of A. The velocity is very low, and if it is attempted to move A quickly a much greater force is necessary—in fact, the force required is proportional to the velocity. The force also depends on the thickness of the oil film, being inversely proportional to that thickness.

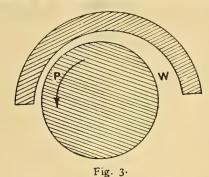
"Thus the tangential force = k velocity thickness

k being a number depending on the viscosity of the oil; indeed, the viscosity is measured by k.

"In figure 2 we have the same arrangement, but A is now being moved directly towards B without any tangential motion. Again, considerable resistance is experi-

enced on account of the viscosity of the oil if it is attempted to move A quickly. We may point out here that these two actions in combination underlie almost the whole process of lubrication.

"Figure 3 shows the relative positions of a journal and bearing running under load. Experiment shows that the two are not anywhere in contact, and that the oil film varies in thickness in the general manner shown, being thinnest (actually about 1-2,000 inch) at a point, P, considerably forward of the center of the bearing. Consider a point, W, on the journal moving towards P. It will be seen that not only



does W move past the bearing, but that it also approaches it. Thus the motion of the surface of the journal is a combination of the two motions described above in connection with the flat plates, and can be conveniently considered as two such motions. On account of the circumferential motion the journal experiences a resistance which varies from point to point along its surface, being greatest at P, in accordance with the law stated above. The total effect is the resistance to turning.

"Turning to the radial motion of approach, it is on account of this motion that it is possible for the oil to be present as a continuous film in spite of the load, for the oil is put under pressure by this motion of approach, as in the case of the flat plates of figure 2, with the difference, however, that here the motion is kept up and the pressure maintained. This pressure has been measured by a pressure gauge inserted at various places in the bearing, and found to vary from point to point in the manner shown by the curve in figure 4, which has been drawn so that the pressure at R, for example, is given by the length of the line S T. The total effect in a vertical direction is a force equal to the load. At the 'on' edge of the bearing the pressure is atmospheric, as it is also at P and at the 'off' edge. Between P and the 'off' edge the pressure falls below atmospheric, but consideration of this region is unnecessary for the purposes of the present article.

"We may now pass on to investigate the effect of a varying load. So far as the thickness of the oil film is concerned, as the load increases the thickness at P diminishes, and P itself retreats further from the center. The distribution of pressure retains the same general character, but at every point the pressure is increased, so as

to maintain equality between the total vertical effect and the load. This will be understood by reference to the action of the flat plates of figure 2. For the thickness at P diminishes in such a way that, although W has further to move to get to P, still the average velocity of approach of W towards the bearing is greater with increased loads, and consequently higher pressures are set up. Experiment shows that the resistance to turning is almost constant at all working loads. As this may appear contrary to experience with ordinary bearings, we should again emphasize that we are dealing with a pertectly lubricated bearing.

"The application of these principles to practice remains to be considered. In the first place light is thrown on the important

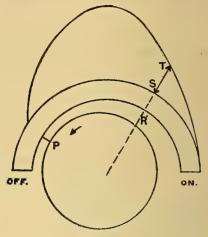


Fig. 4.

question of where and how to apply oil. It is obvious that in general the ideal place is near the 'on' edge of the bearing, because the pressure there is but little above the atmospheric, and the oil is most likely to spread thence in a continuous film. Even in the case of forced lubrication care should be taken to select the place for the oil inlet with a view to securing a continuous film. Preference should be given to the 'on' side, and a place selected where the pressure is only slightly lower than that of the oil supply, for if the difference of pressure is great an unduly large proportion of the oil flows out at the 'on' edge. This choice of the position of the oil inlet is necessarily based on experience

"The importance of having a continuous oil film will be realized from the fact that the same bearing offers about seven times the resistance to turning when the oil supply is limited, and the film in consequence is discontinuous.

"With regard to the lubricant itself, the most important property is undoubtedly its viscosity. Only an oil having considerable viscosity can develop the pressure necessary to support the load on the bearing. At the same time, the greater the viscosity the greater the resistance to turning, so that too great viscosity should be avoided. Another point to notice is that the viscosity diminishes very rapidly with rise of temperature."

#### **DEALING WITH KNOCKS AND POUNDS**

Their Causes Indicated by the Character of the Noise—Simple Methods of Locating the Trouble.

One of the most distressing symptoms which the motor can develop is a knock or pound. But whether it be taken as an indication of a really serious difficulty or whether merely as an indication of lost motion which, aside from the element of noise, may do little or no harm, a pound is always a source of annoyance to the rider. Moreover, as most pounds are difficult to locate and eliminate, they are apt to be a lasting annoyance, and unless their nature is thoroughly understood, it never is known just when an innocent pound is likely to develop into a real live disaster, tearing up the insides of the motor. So that the rider may well beware of any unknown and unnecessary noise, and will do well to spend whatever time is required in locating and doing away with it.

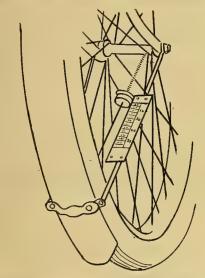
Not until it is possible to classify the various noises which are grouped under the general head of pounds, and locate them partly by their classification and partly by the location from which they appear to emanate, will it be found possible to do much toward getting rid of them. Thus, broad surfaces which are normally separated by a thin film of oil, when worked back and forth produce a dull, dead sound properly known as a pound. Clean metallic surfaces, on the other hand, if brought smartly together develop more of a click, and are said to rattle or knock according to whether the sound is frequent or intermittent.

There are only two basic causes of pounding, namely, lost motion and preignition. Since lost motion may be due either to excessive play between two or more parts which properly have relative motion, and therefore cannot be an exact fit, or to motion between parts which are supposed to be fixed in their mutual relation, there is also a secondary division of the sounds produced by lost motion, according to whether they are caused by the movement of journals in their bearings, or by the play of parts which are in some way disordered. Preignition, since it throws a series of unusual strains on the machine, usually causes distorsion of the weaker parts, takes up any slack which may exist and so produces a sound which is really due to unnecessary play, or lost motion, in other words. But as its manifestation is totally different from that produced in any other way, i. may be considered as an entirely different symptom from the plain knock or pound.

A loose bearing, because of the presence of oil between the surfaces invariably produces a muffled sound which usually is heavy. In the case of loose crank shaft or connecting rod bearings, it generally occurs only in the instant of ignition. Where there is only a little play, it is heard usually when the load is very heavy, as in hill-climbing, or when the motor is being raced. Very different from the thump produced

#### Most Novel of Speedometers.

A practically featherweight speedometer, comprising but one moving part, attachable to any wheel whether bicycle or motorcycle, and affording a reading always visible from the seat, and one which furthermore costs but \$3, is the Utopian proposition offered in the Economy Speedometer, which has just been brought out by H. D. Johnson, who is operating as the Pacific Manu-



facturing Co., in I os Angeles, Cal. It is unlike any speed indicator ever presented and represents the extreme of simplicity.

Like many of the more expensive devices of its sort, the Johnson creation, which is shown by the accompanying illustration, depends upon the action of centrifugal force for its indication of speed. A little ball is mounted loosely on one of the spokes of the wheel and is permitted to slide freely upon it, except that it is held toward the hub ordinarily by a light helical spring wound around the spoke. Under the influence of centrifugal force the weight travels outward along its spoke, stretching the spring, and advancing a distance always proportional to the speed at which the wheel is revolving. A bright ring around the ball passes near a graduated dial which is mounted on the mud guard stay. The mark which the ball passes nearest in making its revolutions, naturally indicates the speed at which the machine is travel-

in this way is the metallic pound caused by a broken piston ring or by a ring which is worn sufficiently so that it plays up and down in its slot—the latter difficulty showing itself ordinarily only when the motor is running light and at high speed.

On the other hand, a heavy pound, fol-

lowed by a light one, the sound occurring with every revolution of the crank shaft, may be taken to indicate a loose fly wheel, or, in the case of a built-up crank shaft, a loose keyway somewhere. A pound in the timing or reduction gears may be caused by a broken gear tooth or by the presence of foreign matter. Because it is not generally in synchronism with the explosions of the motor it is apt to be easy enough to locate.

Preignition, the most prevalent cause of knocking, whether caused by too great advance of the spark timer or by overheating, is invariably denoted by sharp, metallic sound which reverberates through the entire machine and The sound caused is unmistakable. by the presence of carbon deposits in the cylinder is the same, because due to the automatic preignition of the gas by the particles of incandescent material on the walls of the combustion head By retarding the spark, it is possible to determine at once whether the cause is poor adjustment, or some difficulty with the ignition system causing the spark to occur out of its proper time. By shutting off the spark altogether, it is also possible to tell whether overheating is taking place, since with this condition several explosions will occur after the current has been interrupted.

In locating the source of such unnecessary noises as those under discussion the ordinary senses alone are seldom an unerring guide. If the "business end" of a screwdriver be placed against the outside of the motor in various places, and the ear held against the handle, it is often possible to locate the source of such sounds by their increasing loudness as the seat of the difficulty is approached by the end of the blade. Another and even more successful method, is to place one end of an ordinary bicycle spoke against the motor, moving it about from place to place, holding the other end firmly between the teeth and stopping the ears with the fingers at the same time. In this way, the vibrations are transmitted through the metal of the spoke to the head of the observer, and so to the ears, while all external sounds are for the moment shut out by the fingers.

Before attempting to correct a difficulty which has been located by either of these methods, it is well to make sure that the diagnosis is perfectly correct. In many instances a little play between the motor and its cradle, or even some degree of lost motion in another and totally independent part of the machine, may be transmitted through the parts which are in fixed contact and give a false impression as to their nature and location. The way in which the sounds occur, that is to say, whether they are continuous, intermittent, due to high or low speed, or modified in some degree by the load on the motor furnish important clues to work upon. Following out these indications in a logical manner usually serves to rout out the trouble.



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The Irresistible R-S Line for 1908 is Complete

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Prices from \$175 to \$325

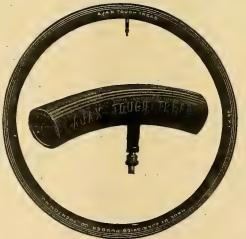
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has "something coming to him." If he is wise he will seek an introduction. For nowhere will he find a better friend than the Ajax.

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Joseph Goodman, President. R. G. Betts, Treasurer. F. W. Roche, Secretary.

TELEPHONE, 2652 BEEKMAN.

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Postage Stamps will be accepted in payment for subscriptions, but not for advertisements. Checks. Drafts and Money Orders should be made payable to THE BICYCLING WORLD COMPANY.

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General Agents: The American News Co., New York City, and its branches.

##Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

A members of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, DECEMBER 21, 1907.

#### The Fund for MacDonald's Family.

Urban MacDonald, the competitor who succumbed to injuries sustained in an accident during the six-days race, left a young wife and infant child without provision of any sort. To lighten their burdens, MacDonald's sympathetic friends and admirers are raising a fund which already is of modest proportions. All others desiring to help the worthy cause, may forward their remittances to Frank L. Valiant, in care of the Bicycling World, who has been made treasurer of the fund. All contributions will be suitably acknowledged.

#### Bicycles for Commercial Use.

It is worthy of note that the British cycle makers are now putting considerable energy and printer's ink in the effort to push the sales of the so-called "tradesmen's" cycles. These, be it understood, are in many cases nothing more nor less than ordinary roadster models suitably reinforced and carrying closed receptacles or racks for holding parcels or delivery baskets. In a few instances it may be that special ma-

chines are built for this purpose but in the majority of cases, probably only a very slight amount of adaptation is found to be necessary to convert one of the heavier standard patterns into the properly equipped commercial machine.

While a comparatively few scattering machines have been employed for the purpose in America, for years a very considerable number of bicycles and tricycles have been sold in England for tradesman's use and the value of catering to the trade has been recognized as of no mean importance. Not until this year, however, has any noteworthy effort been put forth in the way of advertising the existance of such types, as is now being done. The general tendency in this direction, manifested at the recent Stanley show, is therefore, an interesting development. It consists principally of cataloging certain models which may be said to have been built in kind for several years, to be sure, but the additional prominence which is gained for them by allowing them a separate and distinctive position in the list of products, is a significant indication of the esteem in which they are held, as well as of the hopes which are entertained for their future saleability in that specified way.

As a purely commercial proposition for carrying messages, making collections, taking orders, delivering light merchandise and generally saving the mileage of the regular delivery wagons, there is no reason to question the utility and economy of the bicycle. The average tradesman is aware of its usefulness in a general way, but is perhaps ignorant of its economy and probably is also ignorant of the fact that not all bicycles are suited to the rough and tumble existance of the commercial vehicle. On this account the American manufacturers and the dealer will do well to look into the matter in a thorough way. Nearly every line comprehends at least one model which is suitable for the purpose, or which, with some slight modification in the way of strengthening the parts most stressed, might readily be adapted to it.

The expense of fitting out a sample machine in this way, equipping it with a carrier, for instance and then advertising and displaying it as an entirely commercial proposition, would be comparatively slight. Yet the mere fact of nominally catering to shopkeepers and a small degree of effort outlaid properly, might serve to develop a business of no mean proportions and one which because of its steadiness might serve

to equalize the fluctuations of the regular trade in just the way which is universally desired.

#### Credit for the Mud-flap!

Very often it is necessary to go abroad for news of happenings on our own fire-sides. Thus, a Coventry publication informs us that "each year, American motorcycles more closely follow English practice, the new models exhibited at the New York shows being no exception to the rule."

"We can well remember," continues the journal in question, "when motorcycle manufacturers on the other side of the water were marketing 134 and 2 horsepower machines and described English 3 horsepower machines as clumsy, too heavy and cumbrous," It then gets slightly twisted on certain facts regarding an American motor bicycle which it instances and finds that increased horsepower, mechanical valves, magnetos, mud flaps, spring forks, and long wheel bases are "other proofs of how Americans are gradually conforming to our ideas" and also tells itself that "without doubt American makers still have something to learn in the matter of design."

It is a fair illustration of how a person can believe his own dreams and please himself by tickling his own chin. For if there is anything on the face of the earth that American motor bicycles do not resemble they are the English vehicles that are marketed under that designation. There are not a few Americans who believe that the British machines have not yet outlived their reputation for being "clumsy, too heavy and cumbrous," despite the fact that when that opinion of them first was expressed, many of those of the single cylinder type were rated not merely at 3 horsepower, but at 4 and 5 horsepower, and even then the pages of the British publications bore witness that they were mighty poor hill climbers. Stress of competition at home alone has been responsible for the increase of American horsepower; generally speaking, it was not necessary, and in at least one instance, the increase does not carry with it any change of cylinder dimensions. There were 3 horsepower motorcycles made in America at least five years ago.

We believe it is true that the mud-flap is an English idea, but it is a far cry to give credit to any nation for long wheel bases. We had some pretty long ones, also several spring forks, at least four years ago; if we truly were borrowing from England we would not be giving options on **UNCLE SAM TURNS TO MOTORCYCLES** 

Post Office Department Testing One for

Mail Collection-Probability that a

Large Number will be Ordered

While hundreds of the carriers on the free

delivery routes have improved the postal

service by equipping themselves with mo-

tor bicycles, the fact that Uncle Sam him-

self finally is contemplating the use of mo-

torcycles with the same end in view is

not generally known. In fact, the govern-

magnetos, but on accumulators The suggestion that England is in any way responsible for the magneto is a splendid joke. But the mud-fiap! Yes, yes, the great credit for it—the credit for that bit of leather which dangles from the front mud guard all belongs to Great Britain.

It certainly would be instructive to discover wherein American makers have anything to learn from their British manufacturers in respect to design—that is, improved design. There are a few notable

# U.S. MAIL

UNCLE SAM'S MOTORCYCLE MAIL VAN

exceptions, but in general British motorcycles have the attractive design of a refined lumber wagon or a machine shop on wheels. The American motor bicycle looks like a thoroughbred motor bicycle and its public performance is evidence that it acts like one.

Whatever of belittlement may be said of it, the six days race not only attracts an enormous crowd and stirs its enthusiasm to a high pitch, but it gives the bicycle more publicity than all other of the year's cycling events put together. It receives columns where the others receive inches or no mention at all. Unfortunately the race occurs and the great volume of publicity is obtained at a time of the year when the interest and enthusiasm generated is almost literally frozen or "snowed under," the moment they meet the outdoor air. To what extent the race might stimulate cycling were it held on the eve of the riding season is an interesting speculation.

Strange how far one little drop of oil will go! Yet in matters of lubrication as in the greater things, its absence proves its worth.

ment has gone beyond the contemplative stage and for nearly two months has been putting to the test the Indian van shown by the accompanying illustration.

The experiment is being tried in Washington directly under the eye of the Federal officials and if the motorcycle proves satisfactory the purchase of the one machine will be followed by the placing of a large order. The van is being employed for collection work and to date its service has been well nigh faultless. It is covering two routes which previously required two teams and has not missed a single trip. The only attention it has required was the substitution of one spark for another.

#### The Horse and Horsepower.

Considering the size and weight of a 1 horsepower gasolene motor, not to mention its cost and appetite, makes it appear that the standard of comparison is mighty inefficient as a machine, no matter how "noble" he may seem when he adorns some one else's stable, or graces a gaudy sporting sprint.

#### Symptoms of Weak Valve Springs.

When a motor works well under load at all speeds but misses fire when tested on the stand, it is reasonably accurate evidence that the valve springs are weak. Stretching the springs usually will serve to stiffen them.

#### CORRESPONDENCE

#### Why He Prefers Rubber Pedals.

Editor of The Bicycling World:

I am very glad to see a return to the old square rubber pedal. The rat-trap pedal is an outlandish affair. The rat-trap pedals after the sharp points are worn off are a continual slip. I stated in your paper some time ago, that I used a pair of rubber pedals for 25,202 miles, and that the rubbers were not then used up.

I now send you under separate cover a part of a rat-trap pedal that ran 12,200 miles, and you see the condition it is in. On the rubber pedal there is no corner that catches the foot and it is more comfortable in every respect. [The fragment of a broken side plate submitted by Mr. Davis shows absolutely no trace of the original sharp ridges, and is worn perfectly smooth. On one edge, indeed, the metal bounding the lattice is worn down to a thickness of only about 1-64 inch.—Editor.]

In the last Bicycling World I received, I saw a notice of the New Departure cyclometer. It is the best little instrument on the market. I used one of them and ran it up 24,426 miles without any trouble whatever. It has been a wonder to me that it is not advertised.

Success to the rubber pedal!

I am still piling up the miles. To date I have ridden 127,126 miles. [Mr. Davis is now in his eighty-second year—Editor.]

THOMAS W. DAVIS, Peoria, Ill.

#### Oils for the Motorcycle.

Editor of The Bicycling World:

If you can conveniently do so, will you please answer the following questions:

- 1. Is Vacuum Mobiloil all right for motorcycles, and what grade or letter is the best for summer and for winter?
- 2. Is common sewing machine oil thick enough for the magneto axle and for the back wheel?
- 3. Is there any way I can distinguish a 1906 from a 1907 N. S. U. motorcycle?

WILLIAM STIEP, Newark, N. J.

[1. Vacuum "B" Mobileil is the particular brand which the makers recommend for motorcycles for both summer and winter use. 2. Yes, sewing machine oil may be used on either the magneto or for rear wheel bearings; it is thick enough. 3. According to the N. S. U. agent in New York, there are no features or differences of appearance by which a 1906 N. S. U. may be distinguished from the 1907 model, and the changes for 1908 are so slight as to be unobservable.]

His death last week, served to bring out the fact that Hiram Babbitt, of Athol, Mass., was one of the oldest cyclists in the country. He was 81 years of age and for many years had served as special delivery carrier for the local postoffice, using his bicycle in his work.

#### HONORS GO TO EUROPE

Fogler's Defeat by Rutt in Final Sprint of Six Days Race Marks First Victory for a Foreign Team—

Closing Scenes.

Walter Rutt, former sprint champion of Germany, won the final sprint that decided the 15th annual six days grind in Madison Square Garden last Saturday night, 14th inst. Joseph Fogler, of Brooklyn, winner of two six day grinds, and who was tied with Rutt for the lead in this one, was the man to whom the German showed his back.

In winning the premier honors Rutt accomplished what no foreign rider has been able to do since six day bicycle team racing was inaugurated in 1899. Americans always finished in the lead, the only exception being in 1896 when Teddy Hale of Ireland won the race, and when it was an individual contest. Rutt's victory was decisive. Fog'er was beaten fairly and squarely, and he made no excuses. Rutt accepted the throng's acclaim with becoming modesty.

When the riders left in the race Saturday night were called from the track at 11 o'clock, Fogler, for the team of Fogler and Moran, and Rutt, for the team of Rutt and Stol, prepared for the final sprint to decide the winner of the six days' struggle. These two teams were tied for the lead with a score of 2,312 miles 5 laps. One lap behind the leaders were three teams-Downing and Downey, Dupre and Georget, and Galvin and Wiley. One lap behind this trio Bardgett and Logan and Krebs and Vanderstuvft were tied. The only other team in the race was the reconstructed pair, Breton and Vanoni. If any doubt as to the ultimate result of the race remained in the minds of 16,000 spectators that struggled for vaatnge points of observation, it was only in those who had not followed the race from the start on Monday morning until then. Those who tried to make wagers found it difficult; the preponderance of odds was in favor of Rutt in the first division and Dupre, the one-eyed Frenchman, in the second. The only prophecy that went wrong was that Bardgett would defeat Krebs for seventh place. It happened otherwise.

When Rutt and Fogler started on the final mile the call for the German was louder than that which acclaimed Fogler. With the American leading on the pole the pair finished the first lap. When Fogler still led at the ending of the sixth lap and both he and Rutt were riding slowly after the French style of match racing, Fogler's rooters quieted down. They realized that the American was beaten, for it was not his style of racing. The only way for Fogler to have beaten Rutt was to ride him off his

legs from the very start, so fast that the speedy German could not jump. It was practically over after the seventh lap when Rutt jumped and took the pole from Fogler. The latter came back with a good sprint and succeeded in bringing his front wheel up to Rutt's pedals, but that was as far as he got. Germany finished a good half length in front of America, and those who were fortunate in getting wagers against Fogler made a bee-line for the cafe.

The applause that greeted Rutt was deafening when he dismounted from his bicycle. The soft-spoken German is one of the most popular foreigners that ever has played the



WALTER RUTT, THE WINNER

six day game. Not only is he a favorite of the spectators, but of the riders and trainers also, and they all gathered around to pay him homage. Rutt accepted his victory with the indifference characteristic in Germans, and Fogler, his defeat, in the same manner.

Hardy Downing, Victor Dupre and Frank Galvin were the men selected from their teams to sprint a final mile to decide third, fourth and fifth places. Downing was somewhat the favorite over Dupre, for although the Frenchman has a wonderful sprint, which he manifested in the Grand Prix de Paris this year by beating Rutt and Ellegaard after taking them the last eighth mile, it generally was thought that Galvin would assist Downing to take the Frenchman's measure. Instead, Galvin rather helped the Frenchman, though unintentionally. Both Galvin and Downing rode 96 gears while Dupre sat on a machine geared up to 112. The trio jockeyed for the first few laps in which Galvin led with Dupre the Americans should have ridden trailing, awaiting his time. To have beaten

Depre the Americans should have ridden slower than they did, but instead Galvin, who was leading, began to unwind in the fourth lap and for the next two circuits set a hard pace. This was just the opportunity the wily Frenchman looked for, as it enabled him to get his big gear in motion. He jumped in the sixth lap and after a neck and neck struggle pushed a little ahead. But Downing did not give up without a fierce struggle. He made Dupre pedal for all that was in him for three laps and made a herculean effort in the last twenty yards but to no avail-Dupre got home a half length ahead. Galvin made a pretty sprint in the last lap and moved up from several yards in the rear to a position overlapping the wheels of the other two riders.

Although Floyd Krebs calls himself the "match race king," Bardgett went to the post a favorite when these two lined up for the race for seventh money. Bardgett let Krebs lead slowly until in the eighth lap, when he jumped and passed the "Flying Dutchman" like a flash. Bardget pedaled desperately, but tired and worn out from the incessant drubbing of all week, after being injured it was not in him. When Krebs got his larger gear working smoothly he passed the Buffalonian in the bell lap. Bardgett sat up before the tape Breton and Vanoni were the only other pair to finish, but as they were not in a tie did not have to ride the extra mile.

From midnight Friday until the finish Saturday night there was no important change in the position of the teams. As Breton and Vanoni were several laps behind, and therefore not dangerous, the riders let Vanoni gain several of the laps he had lost. Hard sprinting, led chiefly by Breton, who was paid extra to make a fast pace, and by Downey and Downing, who made several ineffectual attempts to steal a lap and place themselves in a tie with Rutt and Stol and Fogler and Moran, kept the spectators on edge all day Saturday. Krebs, too, wanted his lost laps back, but the hard-hearted bunch merely laughed at him whenever he tried to get away.

There might have been a different tale to tell of the finish if the riders had been "on the job" Saturday night. Stol came on the track to relieve Rutt several hours before the finish, but some how or other Rutt did not know that his partner had taken up the riding for the team and he continued with the leaders. Stol then dropped back, thinking Rutt still was in the race, until he was a half lap behind. The referee called to Stol to get up as he and not Rutt was officially in the race, and that they were keeping tabs on him. The little Hollander got busy and after some hard plugging overhauled the field; then Rutt dropped out. If the riders had known of the state of affairs Stol would have been lapped, and his team dropped from leading position, but they supposed Rutt was riding for the team and consequently were surprised when Stol came up puffing.

The riders received more money this

#### SUMMARY OF THE SIX DAYS RACE.

	←Mo	nday	~Tues	sday .	←Wedı	nesday	~Thu	rsday¬	←Fri	da'y¬	-Satur	rday
					60 hrs.		84 hrs.	96 hrs.			132 hrs.	
Pos. Team.	M. L.	M. L.	M. L.	M. L.	M, L,	M. L.	M. L.	M. L.	M. L.	M, L,	M. L.	M. L.
1 Rutt-Stol	253.8	472.2	669.2	849.7	1039.1	1212.1	1389.8	1562.8	1755.3	1944.6	2133.6	2312.5
2 Fogler-Moran		472.2	669.2	849.7	1039.1	1212.1	1389.8	1562.8	1755.3	1944.6	2133.6	2312.5
3 Dupre-Georget	253.8	472.2	669.2	849.7	1039.1	1212.0	1389.7	1562.7	1755.2	1944.5	2133.5	2312.4
4 Downing-Downey	0505	472.1	669.1	849.6	1039.0	1212.0	1389.7	1562.7	1755.2	1944.5	2133.5	2312.4
5 Galvin-Wiley	253.7	472.1	669.1	849.6	1039.0	1212.0	1389.7	1562.7	1755.2	1944.5	2133.5	2312.4
6 Krebs-Vanderstuyft	253.8	472.2	669.2	849.7	1039.1	1212.0	1389.7	1562.7	1755.2	1944.4	2133.4	2312.3
7 Bardgett-Logan		472.2 472.1	669.2 669.1	849.6 849.6	1039.0 1039.0	1212.0 1211.5	1389.7 1389.2	1562.7 1562.1	1755.2 1754.6	1944.4 1944.0	2133.4 2133.1	2312.3 2312.1
8 Breton-Vanoni		472.1	669.1	849.5	1039.0	1211.8	1389.5	1562.1	17 34.0	1944.0	2133.1	2312.1
Wilcox-Williams	253.7	472.1	669.1	849.0	0	1211.0	1007.5	1502.5				
Samuelson-Mitten		472.1	669.1	849.6	8							
Sherwood-Limberg		472.0	7	0 17 10								
John Bedell-Menus Bedell	253.8	464.5	<b>6</b> ,									
Darragon-Breton	253.8	4										
Jacquelin-Vanoni	253.7	.5										
Downing-Butler	253.7	9										
Walthour-Downey	J _											
Reynolds-Benyon			8 TO 1 11		164 7 11		6.36	20 1 1	V			

<sup>1</sup> Reynolds and Benyon retired at 136.8 miles.

<sup>2</sup> Walthour quit 187.1 miles. <sup>3</sup> Butler retired at 266.2 miles.

Darragon retired with bad knees at 438.8 miles.

Jacquelin quit at 438.8 miles.

Bedells out at 464.5 miles because of Menus Bedell's illness.

Sherwood-Limberg out at 518.4 miles because of Limberg's retirement. Samuelson-Mitten out at 926.1 on account of injuries to Samuelson.

9 Wilcox-Williams out at 943.5 miles.

<sup>10</sup> Lawson-MacDonald out at 1588.5 miles because of serious injury to MacDonald.

year than in any previous race. First prize, \$1,500, was divided between Rutt and Stol, and Fogler and Moran split second money, \$1,000. Fogler, however, won as much money as Rutt as he received, so far as can be ascertained, the largest bonus paid any rider in the race; it amounted to \$750. All the riders received bigger bonuses than last year. Dupre and Georget got \$700 for finishing third but third money was guaranteed several teams among them Bardgett and Logan, and Galvin and Wiley. It is said that Sherwood did not get all that was coming to him, as also did not Limberg and Samuelson, but all the riders that finished the race expressed themselves as quite satisfied with the financial result.

It is difficult to determine who was the most popular rider in the race. Judging by the applause the honors were evenly divided between Matt Downey and Petit-Breton. The appearance of either on the track was the occasion for prolonged applause. Breton gained in popularity, that is with the crowd, for the riders damned him, when he started to burn up the track on Friday. The general opinion is that the wiry little Frenchman was paid extra by Manager Powers to make the pace fast and he certainly gave some of the riders real cause for alarm. Breton's efforts had noticeable effect on the score. Until the 119th hour on Friday the mileage was far below that made by the leaders in last year's race. From then on, when Breton started his industrious plugging, the mileage increased and at the finish 20 miles 2 laps more had been covered than in the race of 1906. Breton and Downey were equal favorites with the other sex. One woman wanted Breton to take her back to France with him, and Downey was the recipient of many little favors, one of them being a large basket of luscious fruit.

If ever there was a race in which gameness was predominant this was one. The laurels unquestionably are awarded to Lo-

gan and Bardgett. The latter went into the race with a badly blistered toe and constant chafing against the toe clip and strap didn't improve it. Then when he had three bad falls, in which his right shoulder was sprained, his scalp cut open and he otherwise was shaken up, Bardgett was a fit subject for the hospital. Bardgett, however, wanted to prove to some doubting Thomases in Paris that he had grit and endurance so he stayed in the race although in no fit condition. Logan did



NO SIX-DAYS RACE COMPLETE WITHOUT HIM

most of the riding until his knees went bad, but still he kept on when Bardgett was not equal to meet the onslaughts of the field. Bardgett gives all the credit to Logan and Logan to Bardgett, so there you are! Both are gamesters of unusual sort.

There are many others who are entitled to more glory than they got. Wilcox, when he rode several hours with a broken finger; poor MacDonald, with death as his reward; Sherwood; plucky little Mitten, and Wilcox. Several riders likewise were disap-

pointments. The Reynolds-Benyon team, Walthour, Limberg, and Jacquelin, were bad. Reynolds "laid down," claiming that his hand was so bad that he could not continue in the race, but an hour or so later he was able to write souvenir postal cards. Benyon, his English partner, was glad enough to quit, for both he and the Irishman were clearly outclassed. Nothing but sympathy is expressed for C. A. Sherwood; his partner Limberg, never had a right to ride in a six day race, anyway. When Hopper could not ride with Downing on account of his injuries, Powers offered Limberg \$150 to not ride in the race and allow Sherwood to team with Downing, but Limberg thought he would prove a world beater. The summary shows the result. Walthour has no one to blame but himself for his fall from public favor. If, as he says, his arm was in no condition to stand the gaff, he had no business 'o start in the race. Viewed in any light Walthour's quitting does not reflect any honor upon himself. Jacquelin, flashy Jacquelin, did what everybody expected of him. He blew up early after demoralizing the field by his terrific sprints.

The following table shows the bicycles ridden by the competitors with the respective gears and cranks.

Rider,	Bicycle.	Gear.	Crank.
Rutt	Peugeot	100-96	63/4
Stol	Brennabor	92	61/2
Fogler	Pierce	96	61/2
Moran	Columbia	92-96	61/2
Dupre	La Francaise	96-112	63/4
Georget	La Francaise	96	63/4
Downey	Yale	96	61/2
Downing	Pierce	96	61/2
Wiley	Rdg-Standard	96	61/2
Galvin	Rdg-Standard	96	61/2
Vanderstuyft	Brennabor	941/2	61/2
Krebs	Iver-Johnson	92-96-10	04 6½
Logan	Iver-Johnson	96	61/2
Bardgett	Iver-Johnson	96	61/2
Breton	Peugeot	100	63/4
Vanoni	Peugeot	92	61/2
Lawson	Pierce	96	61/2
McDonald	Pierce	96	61/2

#### Sidelights on the Six Day Race,

Walter Rutt, the winner, was born at Aachen, Germany, September 12, 1883. Rutt's people sent him to college with the idea of his ultimately taking up medicine as a profession, but it was at college that the Kramer-like German first discovered he could ride a bicycle. This discovery soon attained the heights of a fever and Rutt left college before he received his degree. Aftr winning the amateur championships in Germany in 1899 and 1900 he went to Paris and rode professional in 1901, finishing second to Ellegaard in the Grand Prix. He has ranked as a top notcher in the sprinting ranks ever since. Last year his first long grind was the six day race, when he teamed with McFarland. Rutt was picked to win, but lost his head in the final shift for positions and finished third. Rutt lives in Paris, or rather in Neuilly, and owns a fine house near the Buffalo velodrome. Rutt has a mania for collecting anything and everything, but principally stamps and autographs. His passion for philately, has made the bicycle riders nick-name his "Stamps."

Johann Stol, Rutt's team mate, is an "old" six day rider. Although only 22 years of age, the handsome little Hollander has participated in four six day races. His first was in 1904, when with Vanderstuyft as partner, he finished second; the following year the same team finished fourth. In 1906 Stol was put out of the race by an accident to Vanderstuyft. Both Stol and Rutt speak English, the latter very well. Stol is one of the best all around developed riders that has ever competed in a six day race. He was the freshest appearing man in the race, and never looked as if he had ridden more than 50 miles. Off the track and in the training quarters he was always bright and chipper and ready to box anyone that happened along.

"A six day race is worth going to, if for nothing more than the pleasure obtained in leaving the big building filled with stale air and miscellaneous odors," is the way one spectator explains his annual one-night appearance at the race. "When he gets out of doors, any man who spends an hour or two in the Garden will have a better understanding and quickened appreciation of the meaning and benefits of fresh air."

While it seems to be the fashion for every body to take a whack at P. T. Powers the promoter must be given credit for many charitable acts. One was in paying Hopper his full bonus when the plucky little Sydney Thousand could not start in the race. Hopper was to team with Hardy Downing but was so badly injured in the previous Boston race that his right leg was practically useless. When Powers saw that Hopper could not ride he paid him the full amount his contract called for, which was \$400, a large amount to be paid for nothing. Hopper was grateful and helped around as best he could all week by starting in the

special sprint races and looking after some of the riders.

Galvin and Wiley were the surprises of the meet. Galvin has long been classed as a "dub" by his fellow riders, who imagined that he was allowed to ride in six day races through influence with the power that is. But Galvin knocked opinion forty ways by making one of the best exhibitions in the race, and when the grind was ended those who had been prone to belittling Galvin's ability were the first to congratulate him upon his splendid showing. He deserved all the credit he got. An evening newspaper conducted a voting contest to decide the most popular team in the race,



JOHANN STOL, RUTT'S TEAM-MATE

with Reading Standard bicycles to the winners. Galvin is a chauffeur, and Wiley a messenger boy, and the knights of the carburetter and perusers of dime novels cast their votes with full hand. The count resulted as follows: Galvin and Wiley, 6,235 votes; Fogler and Moran, 3.007 votes; Downing and Downey, 1,952; Rutt and Stol, 1,625; Krebs and Vanderstuyft, 1,320; Breton and Vanoni, 1,234; Georget and Dupre, 1,180; Logan and Bardgett, 1,128. It is said that the wealthy family which employs Galvin as chauffeur was responsible for his large vote, and also for a magnificent floral bicycle which was anonymously presented to him during the week.

Each six day race is occasion for a gathering of the clans. Anyone who has ever been interested in bicycle racing, and who has the carfare to New York and influence sufficient to secure a pass, is present and voting. Tom Eck, the veteran trainer, was resplendent in evening dress after 6 o'clock each day, and Jack Prince, than whom few promoters and racing optimists are better known, mingled with the throng. And John Shillington P, had plenty of real spending money and plans on his cuffs, which doubtless will prove fraitful, as recorded elsewhere. Otto Maya, the old six day rider, who is living in ease at Erie, Pa., and who

has just returned from a trip to Europe; Oliver Dorlon and "Dutch" Waller, tormer six day champions; George Banker, a crack of years ago; "Birdie" Munger, and scores of other old time riders were there to watch the present generation grind and sprint, and to talk over races long since forgotten by everyone but them.

The riders and trainers took up a collection Tuesday and bought a big bunch of flowers for Hardy Downing, who celebrated his thirtieth birthday. Friday, the 13th, Walter Bardgett was twice thirteen years old, and a floral horseshoe and twenty-six good cigars were his portion. The most elaborate floral piece received by any of the riders was the one given Galvin and Wiley by the manager and proprietor of Joe Adams' "23 seconds from Broadway" cafe. It consisted of a half size bicycle in flowers on a bank of four leaf clovers with the name of the team set in the base with wintergreen berries.

There are two classes of people at a six day race who do more work than the riders; some of them get credit for it, others do not; some get paid, while others give their services gratis. They are the trainers and officials. Dave Coburn did not sleep all week and it was his personal watchfulness that kept the winning team, Rutt and Stol, in such good condition. Jack Coburn looked after Matt Downey, Will Coburn attended to the Bedells until they quit, and Tom Coburn had a hand in the Krebs-Vanderstuyft camp. Jack Neville, Kramer's famous trainer, had charge of Fogler and Moran, and Tom Tarment of Boston was with Sherwood until Limberg quit and caused the team to withdraw. Tarment then went in to the Logan-Bardgett camp and made order out of chaos. "Bouncer" Bob Aker kept a watchful eye on Galvin and Wiley.

Among the officials who were in evidence all during the week were: R. F. Kelsey, D. M. Adee, Victor Breyer, Howard G. Reynolds, John Valentine and C. B. Bloemecke; Judges-Paul Thomas, Clarence B. Ruch; S. R. Morrison, A. B. Eifler, Fred E. Mommer, Emil Greenbaum, C. P. Staubach and Fred Hildebrandt; Timers-C. J. Dieges, Dr. A. C. Griffin, Robert Stoll and R. A. Van Dyke; Scorers-Al Copeland, Peter Wollenschlager and H. F. Dreyer; Clerks of the Course-Frank L. Valiant, Fred Hoeckley and H. A. Gliesman; Announcers-Charles Harvey and Charles T. Earle. One noticeable thing about the list of officials this year was not so much dead wood in evidence-people who may have once been identified with the game but nowadays crop up only when they think there is something doing in the way of a pile of easy money or free passes-most of this class were forgotten in making up the list and their places given to live cyclists cf now.

Naturally, the yellow journalists were always "on the job," although they had hard

scratching for sensational news. Lurid headlines in the afternoon penny sheets were not as much in evidence as in former six day races. The following are a few of the "milder" headlines picked at random: "Racer Saves Boy's Life!" Woman Causes Disgraceful Row at Garden!" "Horrible Accident Marks Opening of Bike Race!" "6-Day Riders Doped!" "Bike Riders Poisoned!" "Knock-out Drops Administered to Riders!" "Riot at Garden!" "Chloral Sent to Rider!" "Bingham to Stop Race!" "Cyclists in Conspiracy!" "Riders Fight!" There were others, but what's the use?

Some people imagine that the money the riders receive in the way of bonuses and prizes is all "velvet," that is to say, that they are not under any expense. If they but take a peep in training camps, they would think otherwise. The expenses of the foreign camp for the week were, of course, the largest. Trainer Dave Coburn's bill was \$1,670.87. Fogler and Moran spent \$565.12 during the week, and Krebs and Vanderstuyft, \$385.65. The other figures obtainable for camp expenses were Bardgett and Logan, \$350.65; Sherwood and Limberg, \$247.89; Galvin and Wiley, \$275.15 and Downey and Walthour, \$175. These expenses were for trainers, chefs, food, wines, and hundreds of other little articles.

The promoters of the race state that while the race just concluded was fully up to any previous grinds in point of attendance, it was not as profitable, the expenses being much heavier. The following attendance figures were given out: Monday, 30,000; Tuesday, 15,000; Wednesday, 20,000; Thursday, 10,000; Friday, 10,000; Saturday, 20,000. It is stated the total receipts were about \$90,000, and the expenses about \$40,000, which left a profit of \$50,000. Of this 40 per cent. went to the Madison Square Garden Co., leaving \$30,000 to P. T. Powers, the promoter.

Rutt and Stol expected to ride home trainers on the vaudeville stage for a few weeks, but the deal which was being arranged by a former racing man who aspires to be a manager, or until that propitious day arrives, an announcer, fell through. Rutt, Stol, Dupre, Georget, Breton, and Darragon sailed on the Lorraine Thursday morning. Jacquelin, Reynolds and Benyon left earlier in the week. Hopper, Wilcox and Williams went back to Salt Lake City, Hardy Downing to California and Bardgett to his home in Buffalo.

Victor Dupre and his Russian fur coat made a hit. The coat, valued at \$600, is made from the skins of a very rare species of Siberian horse. Although not generally known, Dupre is blind in his right eye. The big Frenchman who finished third in this race and who beat Rutt and Ellegaard in the Grand Prix, stands six feet two inches and weighs 187 pounds. He is 23 years old and has been riding only three years. Dupre rode a bicycle geared to 112 inches in the final sprint Saturday night; in Paris he uses 131 gear and 8-inch cranks.

#### MACDONALD SUCCUMBS TO INJURIES

Fatal Outcome of His Accident in the Six

Days Race — Memorial Fund

Committee Appointed.

When Urban MacDonald plunged off the Madison avenue curve of the saucer track in Madison Square Garden a few minutes after 1 o'clock Friday morning last, 13th inst., J. M. Creamer, the official physician, who was in attendance, announced that MacDonald was not seriously injured and would be back in the race in a couple of hours. MacDonald, however, died at 7.30 o'clock Saturday evening.

When MacDonald was carried into the



URBAN MACDONALD

nearest training quarters, which happened to be the camp of Fogler and Moran, after the accident, Dr. Creamer is supposed to have made a thorough examination. He is said to have pronounced MacDonald all right and that he would have him on the track again within two hours.

But MacDonald was far from being all right. He groaned with agony until Moran who was taking his turn at sleeping, made such a protest that it was decided to call an ambulance and have MacDonald removed to a hospital.

After MacDonald was removed to the New York Tospital his condition grew rapidly worse Saturday afternoon it was decided to perform an operation, in hopes of saving the rider's life, and he was removed to the operating room for that purpose at about 5 o'clock. As near as can be learned he did not come out of the anesthetic, and passed away at 7:30 p. m. Saturday.

A deputy coroner took evidence and stated to a Bicycling World man that an inquest will be held after the first of the year. The certificate filed in the coroner's office states that death was due to peritonitis resulting from ruptured intestines.

The funeral of the dead rider was held from the home of his father at 63 East 133d street, New York, and all the racing men and trainers in the city attended. The floral tributes mutely attested MacDonald's popularity, and included offerings from the American riders and trainers, the foreign riders, the Tiger Wheelmen, of which he was a member; the Edgecombe Wheelmen, and the Navarre Wheelmen. The interment was in Calvary cemetery.

Urban MacDonald was born at Harbor Grace, N. F., September 31, 1883. His parents, Mr. and Mrs. Allen Francis MacDonald, moved to New York City in 1896, with their children, Urban, Genevieve and Flora. Five years ago Urban married Lillian Miller, an estimable girl, who, with one daughter, Lillian, 4 years old, survives him. Mac-Donald became interested in cycling in 1905 and identified himself with the Tiger Wheelmen, winning the championship of the club. The next year he was made captain of the club and rode in several meets at Vailsburg. Last winter MacDonald turned professional to ride in the six day race with Charles Schlee, but the team did not last long. Early this season he went to Salt Lake City and was frequently "in the money."

Personally MacDonald was the kind of a man that people warm to. His frankness, kindness, and good nature at all times were personal characteristics that made for him a host of friends, who would go out of their way to do "Mac" a favor. Kind-hearted and generous, he left his young wife and child without resources.

It was this fact that prompted the formation of the MacDonald Memorial Fund committee, by the fellow riders and friends of the dead cyclist at a meeting held at the Bartholdi Hotel Sunday night last, when R. F. Kelsey, of the National Cycling Association; H. A. Gliesman of the Tiger Wheelmen, and Frank L. Valiant, of the Bicycling World, were elected to fill the offices of, respectively, chairman, secretary and treasurer of a committee to raise funds for the benefit of MacDonald's widow and child. The other members of the committee are Howard Reynolds and P. F. Logan, Boston; Victor Breyer, Paris; Frank L. Kramer, East Orange; Iver Lawson and N. C. Hopper, Salt Lake City, and Walter A. Bardgett, Buffalo. Those present at the meeting responded generously and \$177 was subscribed before it adjourned. Since that time \$341 has been subscribed, of which \$216 has been paid in cash. The committee was authorized to purchase a suitable stone to mark the grave of the dead rider, at a cost not to exceed \$100, and the balance will go for the benefit of the widow and child.

#### WHERE NO SNOW MARS THE ENJOYMENT OF THE MOTORCYCLIST.



NOVEMBER SCENERY AT MISSION SAN JOSE, ALAMEDA COUNTY, CAL.



AN "AFFINITY RUN" NEAR PASADENA, THE CITY OF ROSES

The fact, that there were

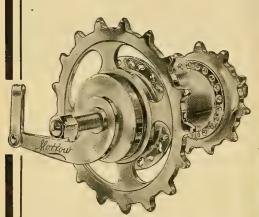
### MORE MOTORCYCLES

equipped with the

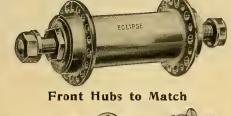
# Morrow Coaster Brake

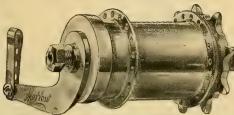
at the

MADISON SQUARE GARDEN SHOW

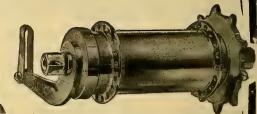


For Chain-Drive Motorcycles





For Bicycles



For Belt-Drive Motorcycles

scarcely will prove surprising to the motorcyclist who knows the Morrow. But it will serve as food for reflection for all those who have yet to discover "what's what" in coaster-brakes. Do you wear a thinking cap?

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

#### TRICKS OF WOULD-BE DEADHEADS

Many Unsuccessful Ones at a Six Days Race—How Persons Suspected of Having Pulls are Pestered.

Great as are the hardships which a six-day race imposes on the riders, the trainers, the camp cooks, the Pinkertons, the week-through spectators, the "hot-dog" venders, the man at the piano, the "jungle" employes, and the innumerable assistants to the big event in its entirety, there still are almost equally great hardships which it inflicts upon those uphappy individuals who are known to be in touch with the bicycle business sufficiently to put them under the suspicion of being able to get free tickets. With that peculiar perversity which so often marks the course of human affairs, there is no event held at Madison Square Garden during the course of a year for which it is harder to get free admissions than the bicycle race, and there is no event for which there is a demand for passes or "complimentaries" that is even mildly comparable with it.

If a man in New York be ever so remotely connected with the bicycle interests. he is rung up by the milkman in the early hours with a request for six-day race tickets, the butcher's boy asks for tickets, he is interrupted at breakfast by a neighborly request for tickets, the keeper of the newstand asks for tickets, the ticket-chopper asks for tickets, the office boy wants tickets, the telegraph messenger wants tickets, the elevator man wants tickets, the barber hints that tickets would be acceptable, the cigar man would appreciate a few tickets, the waiter at lunch would not mind having a few passes, the cashier could use some complimentaries, and the telephone is kept busy with friendly intimations that any tickets left over could be used to advantage.

The other shows at the Garden come around with passes in plenty, so that it may be a bother to find people who would appreciate them. Flower shows, chicken shows, cat shows, dog shows, horse shows, automobile shows, business shows, music shows, tobacco shows, sportsmans' shows. motor boat shows, Irish fairs and all sorts of things are in constant rotation in the big building without any frenzy over passes on the part of the public, but the bicycle race, for which free passes are rarer than \$36 pearls in table d'hote oysters, arouses a wave of demand for the magic paper to get one by the gate without paying, that is nothing short of astounding.

At the doors of the Garden during the race there are presented what is probably the largest and most ingenious aggregation of "stalls" to get in for nothing that are ever crowded into a week's time. Sad to say the sour suspicion of the doorkeepers is such that only never in 8,000,000

times does one succeed, but this fact does not effect their abatement or the high quality of their strategy.

"Aw, what's de matter wid you," protests the excited individual, who bareheaded and with a trainer's sweater has rushed the gate with a bottle of yellow "dope" in one hand and a towel in the other, "I'm wid Fogler's camp and dey just sent me out to de drug store for strychnine."

Two punches and one kick disillusionize him as to Fogler's necessity for strychnine. "I'm one of the Pinkerton inspectors," says a sharp-eyed individual, with a brisk



TAKING THE KINKS OUT OF A SIX DAY SPECTATOR'S NECK

air, as he attempts to walk right through.

A Pinkerton at the side gate gives him an assorted set of injuries for inspection at his leisure.

"Will you please send for Mr. Powers," says a gracious and well dressed man with his overcoat on his arm and a boutonier. "He 'phoned me he had a box for me. I'll just go in and watch the riders until you find him."

He is not even asked to give his name or his hospital preferences.

Every minute brings something new, with fresh candidates for the arnica line at the nearest apothecary's shop. The gatemen are at first pessimists, but as their experience continues they get to enjoy the little comedies, which reflect but another phase of the great and inexplicable public desire to see the six-day race, which is shown by the fact that the Garden is packed every day and evening by people, who, failing to get passes, have paid their way, and who sit for hours waiting for a spill or a short-lived sprint amid clouds of tobacco smoke and other not fragrant admixtures and who yet would not walk across the street to see a stirring road race or a series of exciting sprint racing held in the open, where all is clean and fresh and sweet.

Busy as the gatekeepers and Pinkertons are kept during the progress of the race in holding back the waves of enthusiasts

who want to get in without paying, their job is a pleasant one compared with that of Manager Powers and his assistants. If Powers ever is doubtful as to the number of people he has met in his lifetime, he can easily check it up during the race week, because seemingly every one of the lot is represented by a request for tickets. Before and during the event Powers is besieged in his office by telephone, crested note paper and personal calls, and in every case the seekers after free tickets manifest an easy confidence that their particular claims are such that he cannot decently refuse. The race also brings to light the existence of thousands of small newspapers that no one ever heard of, but whose editors insist on passes. Similarly the assistants in the manager's office are pursued by their friends and acquaintances, and by their friends' friends. In fact, the hardest and most unpleasant feature of the management end of the race is the annual onslaught for free admission.

#### Double Taxation Successfully Resisted.

Compulsory re-registration of motorcycles in Massachusetts under the new law passed early in the summer, received a severe setback in the victory of William H. Sullivan, a Boston business man, charged with violating the law by not taking out a new registration. Sullivan's car was registered under the old law in May. Late in June the new law was passed requiring that all automobiles be registered annually and providing that all registrations shall expire on the first day of January in each year. The same act declared that registrations under the old law would expire on the first day of August, 1907.

The lawyer for the defendant, Clarence W. Rowley, demurred to the prosecution's charges by showing that even if Sulivan's registration under the old law did expire in August, he had nevertheless complied with the new law because whether the old registration expired in August or not, Sullivan had registered for the year, and the could could not compel him to register again before the first of January. Judge Duff, of the Municipal Court, found Sullivan not guilty, thus reversing the opinion of the authorities who have insisted that automobilists must re-register under the new law for the period between August and the coming January.

When the law was passed, the Federation of American Motorcyclists made preparations to resist the double payment which it imposed by the institution of a test case. The consent had been obtained of a Massachusetts motorcyclist to stand as a "victim" and who was willing to refuse payment of the re-registration and the arrangements were proceeding swimingly when it was discovered that the victim had been "taking chances" by operating a new motorcycle under an old license Needless to add, the "test case" promptly was abandoned.

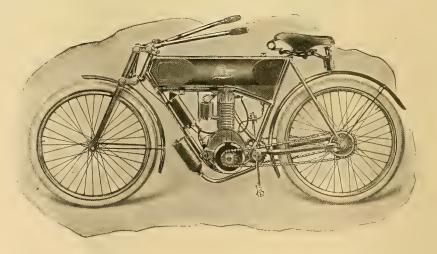
# Thos Signifies Quality

This is preeminently applicable to The Motorcycles now completed, equipped and finished in our own factory with the same care and attention that is given to the mechanical details of other The products.

MR. RIDER:—"You take no chances in selecting the Thor Motorcycle for a mount. You have assurances that our reputation as a manufacturer of goods of superior quality is going to be maintained."

MR. DEALER:—"You take no chances in selecting the Thor line of Complete Motorcycles as a leader for 1908. On the other hand you will act wisely, for the popularity of Thor Motorcycles will grow year by year and your business will increase correspondingly."

### A VARIETY OF MODELS ARE OFFERED



Agencies are open for live dealers. Write

Aurora Automatic Machinery Co.,

Aurora, III.

#### DE MARA FIRST IN LONG RACE

Amateur Teams in a Twenty-four Hour "Frost" at San Francisco—Majority of the Riders Drop Out.

San Francisco, Dec: 8.-Twenty-fourhour races are not likely to prove popular on the Pacific coast if any future meets are conducted in as loose and slip-shod a manner as the one which finished in the Pavilion ring at 11 o'clock last night. It was won by Walter DeMara, who supposed to be a professional for having competed against Emil Agraz, a professional, in a match race, was allowed to team with Percy Lawrence. Leon Thomas and C. Schiller were second, and B. Bassett and F. Black third. The last named team was two laps behind the leaders at the finish. The winners covered 411 miles 5 laps in the 24 hours.

Because there was some doubt of the payment of the prizes only eight teams started in the race Friday night. These represented four teams from the Bay City Wheelmen, one team from the Oakland Wheelmen, and one unknown team, who were matched and did not know each other at the start.

The teams that started were: Thomas-Schiller, DeMara-Lawrence, Steinman Daggett, Black Bassett, McLaughlin-Schnell, Coughlin-Mullen, Long-Wagner, and Williams-Phillips. The last named was the team that did not know each other until the race started.

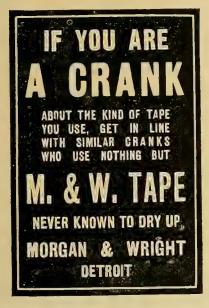
The first hour was a hard one on the riders and all but four of the teams lost ground in the first sixty minutes of riding. In the first hour the riders covered 22½ miles, which is pretty fast going on a partly banked track.

Practically no arrangements had been made by the management to provide for the riders and it is a wonder that any of them finished the all day grind. There were no training camps, not even a rub down table or a blanket. Whenever a rider relieved his mate he dropped on a coat on the floor and slept until his mate called for help. The riders did not even get food—they even had to pay for the skimpy sandwiches that were peddled around the track.

At 3 o'clock Saturday morning only three of the eight teams that started were left in the race. DeMara and Lawrence led Thomas and Schiller by one lap at that time with McLaughlin and Bassett three laps behind the leaders. Little Thomas was the sensation of the meet. At about 4.15 a. m. Saturday he set out to gain the lap that his partner had lost. He had gained a half lap when Schiller came out to relieve, but the latter found the pace too fast and almost lost all that Thomas had gained. Thomas, seeing Schiller lose ground steadily, went on the track again and after one of the most remarkable sprints seen on the

coast in many a day opened up such a gap on DeMara that the latter lost a lap.

It was at this time that McLaughlin, who by the way, has an interest in the track and always puts himself on the program for the match races, record trials and motorpaced exhibitions to the deep chagrin of the other riders, met with an accident that necessitated his retirement from the race. It was just as well as McLaughlin's partner has been doing about three-fourths of the riding for the team up to that time. While riding too close to DeMara, McLaughlin rubbed his front wheel against DeMara's rear wheel and took a cropper. He fractured a rib. This accident brought Bassett and Black into the race as a team, three laps behind the leaders. Numerous at-



NEW YORK BRANCH: 214-216 WEST 47TH ST.

tempts were made to gain a lap throughout the afternoon and evening, but to no avail, Thomas doggedly hung onto DeMara despite frantic attempts of the latter to shake the youngster.

Fifteen lars from the finish DeMara and Schiller were left on the track for the final sprint. For three-quarters of the distance the riders jockeyed, with Schiller in the lead. Three laps from home DeMara made his bid and caught Schiller unprepared for the jump. The latter tried hard to make up the lost ground, but DeMara had strength left in him for the final spurt and won sitting up, by fifteen yards.

Previous to the start of the 24-hour grind on Friday night several short distance races were run, resulting as follows:

One mile championship—Won by Walter DeMara; second, C. Nelson; third, Percy Lawrence. Time, 2:181/5.

One mile handicap—Won by Schiller (35); second, DeMara (scratch). Time, 2:15%.

Quarter mile championship—Won by Ruddy Mayrhofer; second, Black; third, Long. Time, 0:34%. Half mile championship—Won by Nelson; second Steinman; third, Ferrichs. Time, 1:06%.

San Francisco, Nov. 30.—The match race between Fred McLaughlin of the Bay City Wheelmen and W. C. Waibel, of the Garden City Wheelmen, of San Jose, proved a disappointment at the Pavilion rink last night. After Waibel had taken the first heat and it came to a final sprint in the second heat. Waibel had the misfortune to fall and suffer a slight injury. This necessitated his retiring from the track and the calling off of the third heat. The men followed the French style of racing and at this Waibel proved the more adept, clearly outgeneraling McLaughlin in the first heat. The hit of the evening was the winning of the third heat in the mile handicap by Johnny Givilin, better known as "Irish." One lap from home he shot out from the bunch and won by a safe margin of fifteen feet. The crowd simply went crazy and if such can be said, simply went crazier when he finished second in the third heat of the quarter mile open. Givilin is a little youngster barely four feet high and he weighs only 82 pounds. The summaries:

One mile handicap—Won by Walter De-Mara (scratch); second, C. Schiller (35); third, B. Bassett (scratch). Time, 2:103/5.

One mile match—First heat won by W. C. Waibel; second. F. H. McLaughlin. Time, 2:20%. Second heat won by McLaughlin; second, Waible. Time, 2:27%.

Third heat not decided.

Quarter mile open—Won by C. Long; second, W. Williams; third, J Fairclough. Time, 0:341/5.

Unlimited pursuit—Won by L. Thomas; second, P. Laurence. Distance. 2% miles. Time, 5:47.

#### Teams for Boston 24-Hour Race.

Boston will have a 24-hour team race on Tuesday and Wednesday next, December 24th and 25th. It will of course be held on the new indoor track at the Park Square rink and will be the first twenty-four professional team race held in this country in many years. Although as yet Manager MacLean has signed only eight teams, the race should prove highly interesting, as he has matched them well, and differently from any teams in former grinds of the the sort. The race will start at 8 o'clock Tuesday night and will continue until 6 o'clock Wednesday evening when the riders will be called from the track to permit running some special match sprint and motor paced events. Riding will be resumed at 8 o'clock and continue until 10 Wednesday evening. The following teams have already been booked to date:

Hardy Downing and W. L. Mitten; E. F. Root and Nat Butler; P. F. Logan and Matt Downey; C. A. Sherwood and George Wiley; Hugh MacLean and Floyd Krebs; James F. Moran and Iver Lawson; John Bedell and Menus Bedell; N. M. Anderson and A. W. Holbrook.

#### Trump of Fame Sounded for Derkum.

When Paul Derkum, of Los Angeles, swept up the Box Spring hill at Riverside, Cal., on November 28th, riding a two cylinder Indian he little realized that he was knocking Paul Revere and General "Phil" Sheridan from their pedestals and slating them for scant mention in the school histories of the future. He had reason to know by the congratulations that were showered on him that he had made a truly wonderful ascent and beaten the time of all of the automobiles that had that day rushed the hill in the competitions of the annual Tranksgiving Day hill climb, but he could not suspect that in covering the distance of 3½ miles in 4:21¾ as against 5:21½ for the fastest motor car, he had crowned the Pacific Coast with a glory that dimmed the historic resplendence of two heroic figures. Yet according to a California view, Derkum's ride made Paul Revere a "has been" and Sheridan a "never-was-er."

If you doubt it, give heed to the manner in which Pacific Motoring tears its throttle wide open and makes the whole situation plain:

"The ride of Paul Revere and also of General Sheridan made history and both have long been celebrated in verse, declaimed by young America and become epics, but the ride of Paul Derkum last Thursday, up the Box Springs Canyon on a motorcycle outdoes them both and then a whole lot.

"Sheridan's ride turned an army, but it is a fact that though Phil Sheridan rode with foam decorated steed, another man on horseback kept with him all the way and never got any credit at all. Paul Derkum not only made a new record on the Riverside hill climbing course and in his class, but far better time than any of the automobiles, though some had as much as 50 horsepower. All this is mere matter of fact.

"The remarkable part of Paul Derkum's ride is the time made, which, of course, means difficulties overcome. His average speed was fifty-eight miles and up hill at that, while outside of the many curves and bends he did as high as sixty-five miles an hour. On one turn his motorcycle skidded thirty-four feet by actual measurement and plucky Paul Derkum kept his saddle. At one point where he hit a bump in the road his wheels were off the ground for twenty feet before again biting the dust. On the compound curve, where all others shut off power, Derkum never closed his throttle a little bit, cutting so wide that he went clear out of the road and onto the grass. There is nèrve for you."

#### Might Do for an Endurance Run.

"The roads were so rough in the neighboring community after the mud dried up that folks with false teeth were compelled to take them out of their mouths before starting to town in a wagon."—Kingston (Tenn.) Gazette.

#### Demands Moral Character in Motorists.

Hereafter all who desire to operate a motor car or motorcycle in Colorado Springs. Col., must prove to the satisfaction of a board of three examiners that they are of good moral character and of steady, temperate habits: Having furnished this proof they must then purchase a city license. Nonresidents are exempted for a period of three days, but if they like Colorado Springs well enough to tarry 30 days more, it will cost them 25 cents. The speed limits set by the new ordinance, which imposes these requirements, are 12 miles within the fire limits, and 18 miles outside thereof. The Board of Examiners will consist of the chief of police, a member of the city council and a representative of the Colorado Springs Automobile Club.

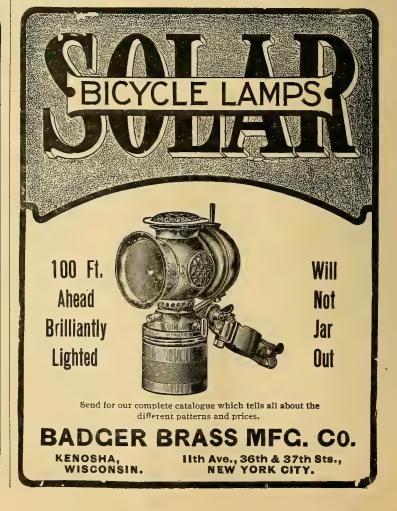
#### Police Chief Warns Cyclists.

The chief of police of South Norwalk, Conn., is on the war path. He has served notice on the public at large that hereafter every cyclist who does not observe the law and carry a bell and, at night, a lamp, will be unceremoniously "punished."

#### Germany to Make Its Laws Uniform.

Uniform regulations for cycling traffic in Germany are on the eve of being introduced. Amongst other things, the compulsory carrying of numbers, which was required in different parts of the Empire, will be done away with.





### HAIL TO THE CHIEF



# The Indian

"The high-grade motocycle for the steepest grades."

On Box Springs Hill, Riverside, Calif., Nov. 28th, the INDIAN broke all previous records by ascending the hill, 4 miles in length and a rise of 700 feet, in the phenomenal time of 4 minutes,  $21_{10}^3$  seconds.

Also won every open event and made fastest time and new record for hill in Providence Motorcycle Club's Thanksgiving Day Contest.

Hendee Mfg. Co. Springfield, Mass.

The Week's Patents.

873,461. Change Speed Gear. Maurice Sizaire and Louis Naudin, Puteaux, France, assignors to Société des Automobiles Sizaire et Naudin, Paris, France. Filed Feb. 28, 1906. Serial No. 303,443.

28, 1906. Serial No. 303,443.

1. A change speed gear for motor cars, motorcycles, and like comprising a driven axle, a toothed wheel secured upon said axle, a driving shaft having a universal joint, a number of change speed pinions capable of sliding on the said driving shaft and driving the said toothed wheel, means for moving laterally said universally jointed shaft to disengage said pinions from said wheel and for sliding longitudinally the number of pinions when these pinions have been disengaged from with toothed wheel.

871 995 Motorcycle Carl O Hedstrom

871,995. Motorcycle. Carl O. Hedstrom, Springfield, Mass. Filed March 28, 1907. Serial No. 365,134.

1. In combination with the motive parts of a motorcycle, an engine shaft, a pinion and gear thereon, an exhaust valve gear, a main sprocket shaft, a gear thereon, a timing gear, the gear on the engine shaft meshing with the exhaust valve gear, said exhaust valve gear meshing with the timing gear, the pinion meshing with the gear on the main sprocket shaft whereby, upon the reverse motion of the motorcycle will be driven in a forward direction as described.

872,043. Air Pump. John C. Beck and John A. Bowyer, Chicago, Ill. Filed Feb. 25, 1907. Serial No. 359,197.

1. In an air pump, the combination of a cylinder provided with a piston, a chamber, a base common to the cylinder and chamber, such base provided with a passage way communicating with the cylinder and with the chamber, means to prevent the flow of air through such passage way from the chamber to the cylinder, and such chamber provided with a discharge passage way, and adjustable mechanism to divert the discharge of air in the chamber from the discharge passage way when a desired maximum pressure of air is flowing through such chamber; substantially as described.

872,124. Bicycle and Motor Bicycle Saddle. Thure F. Hammaren, Koetzschenbroda, near Dresden, Germany. Filed Aug. 17, 1906. Serial No. 330,955.

1. In a bicycle saddle, two metal frames forming the saddle halves, having front extensions forming an elongated pommel, said halves having their outer edges curved to correspond to a human upper thigh and having their inner edges curved away from each other at the middle part of the saddle to form a broad space, coverings for the frames, bars attached to the frames at the front and rear of the saddle, threaded bolts fixed to said bars, adjustable cross bars having slots arranged to receive the said threaded bolts and clamping nuts engaging the bolts for securing the cross bars tightly to the bars attached to the frames.

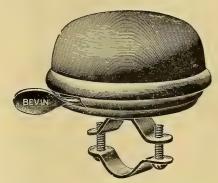
873.278. Bicycle Attachment. Joseph J.

873,278. Bicycle Attachment. Joseph J. Walters, Binghamton, N. Y. Filed May 2, 1907. Serial No. 371,488.

1. The combination, with a bicycle frame having aligning openings formed diagonally through its upper frame bars, of a rod slidable through said openings; a plate carried by said rod at its lower end; radially disposed ground engaging members; secured to said plate; means for normally holding said rod in raised position; means carried by said rod for lowering the same against the action of said first mentioned means; and means for retaining the rod in lowered position.

# SUNDRIES That Sell Wherever Bicycles are Sold

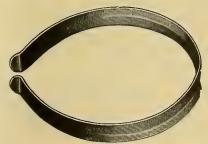
#### Bevin Bells



### Bevin Toe Clips



#### Bevin Trouser Guards



We Offer

such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.

EASTHAMPTON, CONN.

#### KELLY ADJUSTABLE

Acknowledged to be "THE STANDARD BAR OF THE WORLD" by leading manufacturers, dealers and users—WHY? You can adjust the KELLY to any position you desire. This means Comfort in Riding. 25 Positions are better than one or two. Insist on KELLY BARS.

We make three styles of Divided Bars, Nos. 3, 4, 5; and No. 7, Reversible.

Sizes, 34, 13-16 and 36 Plain or Expander.
The Kelly Adjustable Bar is fully guaranteed against material and workmanship for the year.



Top View.
No. 3 1 in. Stem
18 inches wide, 20 inches when level......

.....List. \$2,30



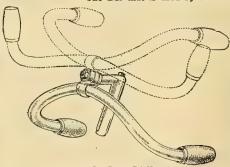


Side View.





Top View.
No. 5 California.. 1 in. Forward Extension.
20 inches wide, 22 inches when level......
The Bar that is used by the masses. Side View. ...List, \$2.30



#### KELLY REVERSIBLE BARS

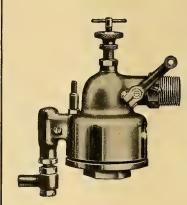
This bar can be changed from a drop to an up-turned position without removing the grips. Being held by a friction clip can be placed at any angle by simply loosening the nut.



THE KELLY HANDLE BAR CO., Cleveland, O.

## Speed Carburetor

The One Best Carburetor for the Motorcycle



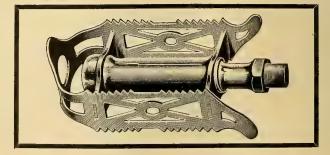
Positively guaranteed to give better results in every particular than any other carburetor, or purchase price refunded. Try it and be convinced. It costs you nothing. Small in size, low in price and tremendous in efficiency.

SPEED CHANGING PULLEY COMPANY Indianapolis, Ind.

# Genesee Pedals

For 1908

have Enlarged Ball Bearings, Turned Cone, Steel Balls imported from Germany. Value overbalances the price.



Write for samples sent gratis

John R. Keim Mills, (Inc.) Buffalo, N. Y.

Volume LVI.

New York, U. S. A., Saturday, December 28, 1907.

No. 14

#### **SOUNDS HIGH NOTE OF PROSPERITY**

Pierce Reports Better Business than in the Boom Period—Secret of Long Sustained Success in Trade.

"More business has been done in the past eight months than we ever before did in the twelve months of our best year," is the report of the veteran, George N. Pierce, of the Pierce Cycle Co., of Buffalo.

Though Mr. Pierce has now no active part in it, his duties being transferred to the sufficiently wide shoulders of Percy Pierce, now president of the company, and who has arisen to the requirements of it, Mr. Pierce retains all his active interest in his first and always his best love, the bicycle. This, despite the fact that he is president of one of the largest, best known and most successful automobile manufacturing concerns in the country. His singleness of purpose would seem to be fully inherited by his eldest son, Percy Pierce who was for several years regarded as the champion automobile tourist of the country. Twice he won the famous Gidden Trophy, was sent to Germany, where under unknown conditions and untried roads, he made a splendid showing against the pick of Europe's great road drivers and in Buffalo, his native city, he succeeded Eddie Bald as the idol and popular hero of "Young America." His course for the last year ought to be a lesson to such bicycle men who feel themselves too good for their business, and whose eyes are turned longingly toward the automobile and its fascinations. Percy Pierce resolutely turned aside from the glamour of it all when the opportunity presented itself and buckled down to the business of making Pierce bicycles. As his father's quoted statement shows he has made and sold more of them in the last eight months than the company ever did in the so-called "boom days" of cycling. From the time he took up the bicycle business he has never driven an automobile, and it is doubtful if he has even sat in one.

#### Ovington Back in Harness.

It was a case of out and in again with E. L. Ovington, who after a separation of two weeks, has returned to the Ovington Motor Co., New York, and resumed his position as its president. The "doings" in the company arose over differences of opinion regarding the policy pursued by Ovington in marketing the F. N. motorcycles. Ovington claimed that the fame earned by the F. N. in this country was the best proof of the soundness of his actions and offered either to buy more or to sell his stock in the company. The other directors promptly purchased his holdings, and almost as promptly differences then arose between them. The upshot of it all was that M. A. Powers, the secretary-treasurer, who was the chief objector to the Ovington policies, disposed of his interests to Ovington and to George A. Neumann, who have been associated from the beginning and who now own the entire capital stock. Mr. Neumann then surrendered the presidency to Ovington and assumed the vacant secretary-treasurership, while E. G. Neumann retained the vice-presidency. With the return of Ovington, Eric J. F. Piel stepped out as manager, and all is now peace and harmony and there will be no change of policy.

#### Shelby Shifts Sales Department.

After January 1st the Shelby Steel Tube Co., as such, will to all practical purposes, cut little or no figure in the business. On that date the Shelby sales department will be taken over and be operated by the National Tube Co. of which Clifton Wharton is the sales manager. The change, however, will be more apparent than real as the Shelby Steel Tube Co. is merely one of the units of the National Tube Co., and save in respect to the sales departments, the line of demarcation between them has been rather vague. Hereafter the business will be directed from New York.

#### HARRIS FOUND CONDITIONS FINE

He Returns from a Satisfactory Campaign on the Pacific Coast—No Evidence of Hard Times There.

"There's nothing the matter with the bicycle business," was the cheering assurance of D. P. Harris, who last week returned to New York from an extended trip to the Pacific coast. "Honestly, I never had a better trip," he continued. "People who attempt to knock the bicycle business simply do not know what they are talking about. If I may say so," went on Harris, "the lines that I handle bring me into contact with about as many angles of the business as anybody, and I ought to be able to size it up fairly well.

"The trade is in a good, healthy state; stocks are small and are kept moving and the average jobber and dealer only know about hard times from what they see in the papers or from the usual groanings of the Gloomy Guses who, like the poor, are always with us. I never returned from a Coast trip over which I felt so truly satisfied. It was extended, as you see, right up to the holidays, and much longer than I intended it should be, but business did it. I like to be where the money comes from," concluded Harris, and his big laugh boomed out-that laugh of which it has been said it covers a multitude of-explanations, for instance.

Harris's experience usually is a good index of general trade conditions, for, be it known to the few who already do know it, this smiling, apparently easy going New Yorker controls more lines of vital importance to the industry that any other one man in it. When he is not busy selling Kokomo tires, coaster brakes and a host of other things, he firds time to act as vice-president of the Reading Standard Co., and thus comes into touch with jobbers and dealers of all grades and in every locality.

#### PRINCIPLES OF CARBURATION

Analysis of Exhaust Gas as an Index of Carburetter Efficiency—Dugald Clerk's Experiments and Their Import.

To the average rider, perhaps nothing could seem more absurd than to examine the exhaust gas of an internal combustion motor with the idea of discovering the relative efficiency of the carburetter. Such a method recently has come into vogue, however, and appears to hold greater promise in the way of definite and exact results than any system of test which has yet been devised.

It is merely a method of studying what is lost out of a known quantity in order to determine by difference what has been gained, and the process deals directly with the burning of the gas rather than with the heat or power which it develops.

Ordinarily the study of the gas engine is confined to an analysis of the work developed as recorded by the brake test, as compared with the possible work which might in theory be derived from the quantity of fuel supplied. By taking the heat which it is possible to extract from the fuel, and comparing it with the sum of the heat gone to waste in the exhaust, the heat lost by radiation from the cylinder and that used in the production of actual work, it is possible to effect a similar comparison on a purely heat basis. There are thus the two alternatives of studying the performance of the motor by means of a "work balance" and a "heat balance." The "chemical balance" is just as logical, since the original elements of the fuel are known and the effect upon them of combustion also is known. By investigating the chemical composition of the exhaust gas, then, the nature of the combustion may be studied very closely, and furthermore, with an exactness which permits the investigator to determine to the last atom how near the carburetter comes to performing its work in the ideal

It is like examining the dog's bone in order to determine what his master had for dinner, how well it was cooked, how much he ate, and whether it satisfied him or whether it was so meager as to compel him to gnaw off all the flesh before casting it under the table. It is a roundabout, backhanded method, but when you can gain the information as well in no other way, a very useful one. Considered in this light, the Sherlock Holmes of the engineering world is seen to be very excusable in paying so much attention to the unpleasantly odorous vapor for which the motor has no further use.

Indeed, it is to the offensiveness of this same vapor that the world owes the present devlopment of this method. For a little more than a year ago the Royal Automobile Club of Great Britain instituted a so-called

"Vapor Emission Contest," in which prizes were to be given for cars the motors of which gave off the least visible and the least "smelly" exhaust under certain stated conditions. The object was to improve the motors so as to make their use in cities less objectionable to the non-motoring public. One of the methods chosen for the test, and one that met with no little ridicule at the time, was the analysis of the exhaust gas by certain methods in common use by the mechanical engineer in studying the behavior of the furnaces under steam boilers. The results were crude in a way, but very illuminating, and from that beginning, a very exact and satisfactory system of test has been outlined which has already been undertaken seriously by several wll known British engineers, among them Professor Hopkinson of Cambridge University, and Dugald Clerk, who is, perhaps, the most famous gas engineer in the world.

In a paper recently presented before the incorporated Institute of Automobile Engineers, Clerk explained at great length his methods of studying gas engine performance by exhaust gas analysis, and showed how such study may be applied to the improvement not only of the carburetter, but of the entire machine as well. The subject is too technical and involved for the average reader to understand thoroughly. It is sufficient therefore to indicate in this connection, that seven well known chemical elements or combinations may appear in the exhaust. They are, carbonic oxide, hydrogen, methane, hydrocarbon vapor (which is a sort of blanket to cover a number of involved and mysterious radicals about which much or little may be known) carbonic acid, oxygen and nitrogen. These gases are measured in percentages of the entire exhaust and may be determined with extreme nicety. The proportions obtained under various circumstances thus show beyond possibility of question the relative completeness of the burning which has taken place in the cylinder and properly applied show to what any observed defects may be charged and how they may be remedied.

Among other things, Clerk in summing up his conclusions, strikes at a vital defect in the average carburetter by attacking the automatic feature commonly known in the extra air valve. Of this he says:

"Ali these compensating contrivances vary with varying speed. This of course, gives some adjustment, but that not all that is required. An ideal compersating contrivance should vary not with varying speed, but with varying quantity of mixture drawn in in a given time. In a car running on the road, for example, the speed of rotation of the engine may be kept perfectly constant, but the position of the throttle will vary from point to point of the road; that is, the engine speed may be constant, but the volume taken into the engine may vary within large limits. As the problem is to charge any given volume of air passing into the engine with a practically unvarying proportion of petrol vapor in a uniform manner, it seems to me that all systems of speed control must fail to obtain proportionality throughout the whole range.

"To get the best and most rapid combustion, at light loads, it is, in my view, desirable that the charge should enter the cylinder by way of a port of some little length, and that the ignition of the charge should be accomplished in the port itself, and not in the cylinder. By so combining the carburetter and ignition contrivances, I believe that a quite innocuous exhaust could be obtained, under light and heavy loads at all rates of speed, with a great saving in fuel consumption and wear and tear of the engine.

"It is well known that engines igniting in the port are more flexible. The reason of this is obvious. As the charge is reduced in volume, the proportions of exhaust products in the engine are not so reduced. They remain not quite, but nearly constant, in volume and weight. Accordingly, as the load becomes less and less, the effective charge added becomes more and more dilute, and the mean mixture soon passes the firing point. By igniting in the port, a pocket of tich mixture is retained to the last, and this rich mixture, if fired sufficiently early, produces a practically complete combustion in the weaker mixture filling the cylinder."

#### The Retail Record.

Yarmouth, N. S.—Leon L. Aimirault, reopened in new store.

San Francisco, Cal.—C. M. Christoffer, 530 Stanyon stree\*, succeeded by I. W. Houchin.

Indianapolis, Ind.—Guarantee Tire & Bicycle Co., damaged by fire; loss, \$15,000; fully insured.

Johnstown, N. Y.—J. R. Vosburgh, opened Southern branch at 618 Main street, Jacksonville, Fla.

#### Forsyth's Perpetual Reminder.

As an evidence that coaster brakes, mud guards and the like are not the only things that they can make, the Forsyth Mfg. Co., of Buffalo, are sending out with their compliments a highly nickeled match safe bearing their name as makers of metal specialties. In each match safe there is enclosed a little envelope with nickeled screws of the proper size to make the attachment to the wall, giving a characteristic touch of thoughtfulness and thoroughness.

#### Hartford Merges Two Branches.

The Hartford Rubber Works Co.'s New York branch at 88 Chambers street, will be discontinued on January 1st, and thereafter the business will be concentrated in the uptown branch, which for several years has been located at Fifty-seventh street and Broadway. The Hartford company's downtown agency will now repose wholly with Charles E. Miller, at 97 Reade street, who is well qualified to take care of it.

#### **GROUNDING THE ELECTRIC CURRENT**

One of the Principles of the Ignition System Explained—How the Flow of Electricity is Governed.

What is meant by "grounding," or "earthing," an electric current is one of the most baffling points for the motorcycle novice to grasp in mastering the principles underlying the ignition system. Why a wire should be grounded when it is merely attached to the frame and neither of itself nor as a conductor of electricity can have any actual connection with the ground is however, no less puzzling than why such a connection should be necessary when, as every one knows, an insulated wire is as necessary for the conveyance of electricity as a pipe is for the conveyance of water. Indeed, the principles involved are closely related and by a study of the more familiar flow of water, the application of the same idea to the subtle electrical manifestation may be grasped.

Suppose it is necessary to use a large volume of water on a hill at some distance from a pond. The water is pumped into a tank conveniently located on the hill, and after it is used is permitted to return to the pond, and subsequently used over again. Two methods are open to the user in returning the used water to the pond. He may construct a double line of pipe, one to carry the water up to the tank and the other to return the waste to the pond, or he may permit the waste water to run out on the ground and find its way back by the most convenient and direct path it is able to find —which it does by virtue of its weight.

The flow of electric current is precisely similar. In order to support the galvanic action in the battery properly it is necessary to return a certain amount of the current to the negative pole-the electrical "difference of potential" between the two poles of the battery corresponding to the "head" against which the water pump must work. In order to complete the battery circuit it is necessary to provide a path for the incoming as well as the outgoing branch of the circuit. The two must be separated from one another, moreover. But as far as the return current is concerned, it may go by an insulated wire like that used on the other side of the circuit, or it may go by a path of its own choosing, which, merely for purposes of economy and convenience is more commonly adopted for the purpose by the designer.

To this end, then, one terminal of the battery is connected with the coil through an insulated wire and the other is connected to the frame. The coil also is connected to the frame through the commutator wire, and also in some cases by a special ground wire. The so-called return branch of the circuit is thus permitted to find its way back to the source of supply by whatever way it

choose and like water finding the shortest path to the pond because of its weight, it adopts the path of least electrical resistance.

Because it is convenient to be able to cut off the current at any time in order to stop the motor, it is customary to lead one of the battery terminals to the handle bar and there provide a switch, which in effect is nothing more than a rapid mechanical means of attaching or detaching the end of the wire to and from the frame. Were it not for this, the wire might be fastened to the machine at any point which happened to be convenient.

This process of reasoning provides another possible mystery in connection with the path of the secondary or high tension current, which must always be understood to be a distinct and separate quantity from the battery or primary current, though induced or generated by it. This current takes its origin in the coil and is led directly to the spark plug, that wire being the electrical equivalent of the up-hill pipe in the water works. From the plug it is turned loose in the motor and frame of the machine and at once percolates back to the coil by the shortest possible path. In this way it is returned to the coil through the commutator wire of the primary circuit and finds its way into the high tension winding inside the coil casing, or else returns by way of the separate ground wire provided for the purpose in the four termina! type of coil already mentioned.

Here is apparent confusion in that both secondary and primary currents may be called upon to flow through the same wire at the same time. The natural inference would be that they would get intermidably congested and result in burning up the battery or something of the sort. That they do not, however, is proof positive that the natural inference is an incorrect one. As a matter of fact, just as streams of water from a high pressure and a low pressure tank may mingle while returning to the source of supply the proper proportion of the mixture going to each of the two pumps which supply those tanks, so the return current is divided within the coil and a certain amount flows back into the secondary, while the balance returns to the battery. There can be no confusion because the head or potential difference, as it is called between the commutator and the secondary coil and the commutator and the battery is different, and the flow of current always is proportional to this potential difference and is governed by it, just as the quantity of water flowing through a pipe is proportional to the pressure or head back

The term "grounding" is derived from the practice of using the earth for one side of the circuit in telegraphy. In this instance, the return current actually travels through a path of its own, choosing along the ground. The same is true of the return current from the trolley car. Hence the term is applied in any electrical system where the current is permitted to discover

its own path in place of being guided through a specially prepared conductor.

Hence it is evidently immaterial where the ground occurs so long as good metallic contact is maintained between that point and the point where the current is again taken up by a regular conductor. Also, that there must be two such grounds to every earthed circuit, and that the effectiveness of the grounding may be tested at any time by connecting the two points by means of a wire.

#### Disadvantage of Racing the Motor.

While the rider frequently is advised not to race his engine, the exact nature of the disadvantage is not uniformly understood. In the first place, running the engine at a speed greater than that for which it was designed, involves straining it excessively owing to the inertia of the parts and the tremendous vibration which this produces. More than this, however, excessive speed of revolution involves additional wear and may be compared to a certain amount of extra use.

Thus if the normal speed of the engine is 1,500 revolutions per minute, accelerating it to 2,000 revolutions, means that the crank shaft must turn over no less than 30,000 times more in the course of an hour than it would do at the normal rate of speed. This is equivalent to 20 minutes of extra running at the normal rate. Hence with even this moderate acceleration continued uniformly, it may be said that for every three hours of running, the motor parts receive an amount of wear equivalent to that of four hours under more nearly standard conditions. In this way it is very easy to account for the comparatively short life of many motors.

#### To Make One Nut Lock Another.

Failing a lock washer or regular lock nut, it is possible to secure a passable counterfeit for either by using two plain nuts screwed together with a little "grummet" of waste or spun yard between them. After setting home the first nut, the thread of waste should be twisted around the bolt, close to it and in such a way as to embed it in the roots of the screw where the second nut is destined to come. This simple form of packing frequently lasts for a surprising length of time, and provides sufficient resistance to hold both nuts against any ordinary amount of vibration practically as well as the more mechanical device made for the purpose. The same principle may be applied to a nut which is so much worn as to persist in shaking loose.

#### Small Things that are Important.

Those little swiveled clips which are employed almost universally to cover the oil holes in various parts of the mount, are intended as a means of protection and to exclude the dirt. When they are permitted to swing around clear of the opening, or are lost altogether, the ruin of the finished surfaces within is only a matter of time.



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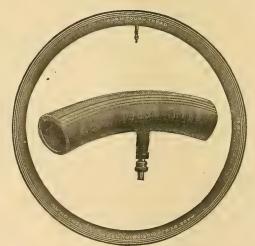
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ATChange of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

ATMembers of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, DECEMBER 28, 1907.

#### BEWARE OF THE SWINDLER.

It again becomes necessary to warn our patrons and the public generally against the man giving his name as J. B. McDonald, W. J. Longe, F. B. Kennett, or Kemment or Kenneott or any other alias and who for two years in the guise of a canvasser toured New England and other parts of the East, collected money and gave receipts for subscriptions for the Bicycling World.

The swindler was run to earth last May in Lowell, Mass., where he received a sentence of four months in Imprisonment, however, has not served to show him the folly of his ways, as it transpires that almost immediately after his release, he went to Boston where he resumed his thieving operations. If anything, the man has become emboldened as in Boston he proved plausible enough to collect a small advertising account. On that occasion, he signed himself "F. B. Kenneott," as nearly as his familiar writing can be deciphered, and, as in nearly all previous instances, he did not even trouble himself to get the name of the Bicycling World Co. correct. "Bicycle World" or "Bicycle World Pub. Co." is almost invariably his way of writing it. As his arrest at Lowell disclosed that the Bicycling World was but one of more than a score of publications that he is misrepresenting it will be wise for persons to pay no money to any stranger who cannot produce proper authorization and to hand "Kennett" or "McDonald" to the police if he is discovered.

#### The Dalliance with Death.

As to deliberately flirt with fate is to invite disaster, it is charitable to suppose that the handful of men who now comprise what is styled the Associated Cycling Clubs of New York have suffered a temporary impairment of reasoning faculties, else it is difficult to account for their continued promotion of the midnight New Year's motorcycle race. For if ever there was a "dalliance with death," that race—or for that matter, any other that may be held during the hours of darkness—surely is entitled to such a designation.

In 1906, two men were injured, one being rendered unconscious; a horse was frightened, a wagon overturned and pistols drawn in a quarrel that ensued. In 1907, a child was knocked down by a competitor and narrowly escaped death or serious injury. In the face of such sad experiences and warnings, it is astounding that the race should be persisted in. It does not seem possible that those responible for the premeditated violation of the law and of common regard for public safety, have duly weighed their responsibility, or that anything short of the death or deaths that they are boldly inviting will bring them to a sense of their culpability.

On the forthcoming occasion the usual number of daring and necessarily reckless young men will be turned loose to speed uphill and down, through city streets and over some dark, narrow, twisting, treeshaded roads, and the machines they will ride will be far more powerful than any that ever have been used before. There will be those that are capable of a pace of better than 60 miles an hour and as the "breaking of the record" always is a shining objective, it is certain that the speed and the recklessness will be far greater than in the past, and the likelihood of accident be increased manifold. It is not a prospect that a thoughtful man would face with equanimity. It suggests a sowing of the wind and a reaping of the whirlwind. If the reaping does not occur, it will be due merely to

luck; for the midnight race incorporates all the elements of tragedy or other disaster.

The men responsible for it cannot escape any direful consequences that may result. A grinning uttered warning to competitors to "obey the law" will not absolve them. Their warnings have been such as reasonable men should heed. They themselves will not actually flout the law and dally with death, but for aiding and abetting others to do so, the blame is as great.

#### About the Rubber Pedal.

While it is hardly likely that the rubber pedal will oust its old rival, the rat-trap, as it once was ousted, that it is due for a considerable measure of renewed popularity appears certain. It is due to the demands of the motorcyclists that the rubber pedal has made its reappearance and that it has met with a warm and general welcome is evident. Practically every motorcycle manufacturer has been quick to adopt it. There also already has developed an appreciable demand on the part of riders of motorless bicycles and it is reasonable to suppose that this demand will be enlarged with the return of the outdoor season.

Abroad the rubber pedal never lost its vogue and its extinction in this country was largely assisted by the craze for lightness. The rat-trap has obtained a hold that is too secure to be easily shaken, but granted only that the rubber blocks are not too small or too hard, there are those who will find in the rubber pedal a grateful comfort that is not to be denied and that will add somewhat to the pleasure of cycling. He is a wise dealer who stocks a few pairs of the pedals and calls the attention of his patrons to them.

The disqualification of the young man who won the Pelham Parkway Handicap should serve as an object lesson to the numerous class who "don't know" and "don't care," and who, after they have learned both to know and to care, juggle with facts in the effort to set themselves straight. The young man in question early affiliated himself with the "outlaw" movement that was designed to put the National Cycling Association "out of business." Like nearly all other "outlaw" organizations, it failed quickly and miserably and nearly all of those who "didn't know" or "didn't care" when they competed under its auspices, are now seeking forgiveness and reinstatement at the hands of the N. C. A. It is well to give all of them a taste of stern discipline.

#### CORRESPONDENCE

#### About Prize Giving for Road Races.

Editor of the Bicycling World:

Last Saturday evening the prizes for the Pelham Parkway Handicap, aggregating a value of \$550, were publicly awarded to the fortunate competitors.

And now that it is all over-preparations, the holding of it, protests settled and prizes given, the writer has the first opportunity to breathe freely in six weeks, which gives him the time to write this communication, in order to advise you of one positive fact, which is: That while the bicycle trade in general is crying loud for publicity, only a very small percentage of the interested ones are inclined to help any movement which has that end in view. The best proof of this can be had by looking over the report of the committee which had in hand the promoting of the above mentioned Pelham Parkway Handicap, where we find that out of 84 different manufacturers connected with the cycle trade who were written to on two different occasions, only 22 were courteous enough to respond. As a result of this poor support the club itself and two or three of its supporters suffered financially.

We don't mind this so much, for by this time we have become accustomed to it, even though the lack of appreciation is as great as the lack of support; but what the writer does resent, is hypocrisy; and what appears to be a good case of it, has just come under his notice; the opportunity is too good to let it pass without (as the slang goes) "getting back." It is this: one of the most important and well known bicycle manufacturing concerns in the country has just issued a circular letter to its agents which ought to be delebrated. One of its paragraphs urges them to help along the remissance of the bicycling industry by personal activity in wheeling, forming clubs, giving aid and support to meets and races, doing their share in newspaper and popular advertising, etc.; and this only a few weeks after one of these individuals appealed to, when engaged in a work fully in accordance with these instructions, applied to this big company for a little help, in other words requesting something (anything from a bicycle down to a bell would have been acceptable) for the prize list of the Pelham Parkway Handicap this company never even took notice of the little fellow, nor either some time later, when thinking that perhaps his letter of request had gone astray, he repeated it. No, sir, not even a letter of acknowledgment giving the usual reasons at not being able to comply with the request did he receive.

Isn't that rather satirical?

And what makes it appear more so, is that a few months ago, the same manufacturers and jobbers seemed as if falling over one another in their anxiety to denate prizes for a bicycle race in Atlantic City, to the extent that the total given would have been enough to hang up for six ordinary road races, notwithstanding that, without boasting, we are of the opinion that this latter event held within New York City limits, protected by the police, and permitted and assisted by the Park Department, generated more activity and consequent publicity than the former.

In closing, we beg to suggest that it would be good policy on the part of the manufacturers and jobbers to organize a competent standing committee in charge of that line of their publicity work. It would be the province of this committee to gather together at the opening of the riding season everything that all the manufacturers could give for the year; then as each race promoter would apply for them, a certain percentage of the total would be allotted, according to the importance and prominence of the event.

The writer believes that an open discussion of the matter among the ones interested in it would bear very good results for the future.

TIGER WHEELMEN OF NEW YORK, H. A. Gliesman,

Chairman Racing Committee.

#### The Rat-trap vs. the Rubber Pedal.

Editor of The Bicycling World.

I notice in the Bicycling World of December 21 the great mileage record of Mr. Thomas W. Davis, Peoria, Ill, and also the reasons why he prefers rubber pedals. But I do not agree with him that rat-trap pedals are outlandish affairs. I use the best make of rat-trap pedals with the sharp point on the pedal plates filed down so that they will not damage the snoe soles. I use Sager toe clips which remove the dread of losing your pedals and find that they greatly add to the safety of the rider

I have never found any comfort to the feet from the use of rubber pedals, but I find that sponge rubber grips affords much comfort to the hands and arms, especially on long rides. I take great pride in my wheel and would be much pleased to correspond with riders as to what they think is the best bicycle an' the best equipment for it. I think every rider as well as every dealer and repairman should take the Bicycling World and would like to see some rider discuss the coaster brake and tire question in the paper.

FRANK ALBURGER, Bustleton, Pa.

#### Failure of Engine to "Turn Over."

Editor of the Bicycling World:

You would do me a great favor by answering the following question:

I have an N. S. U. 3 horsepower machine and went out yesterday for a ride and also took a friend along who sat on a stand over the hind wheel. The machine behaved splendidly going out and most of the way home. But when about one-half mile from home, after descending a steep hill with some power on, the machine began to

slow up and after opening up spark and throttle it stopped about two blocks from hill. I examined the belt and found it was loose, so took off an inch and put it on by pushing wheel backward. I again attempted to start, but it was impossible to push it forward, although it would push backward with effort. I had only run fifteen miles on a change of oil so I am sure it was not on account of running dry. I put machine in stand and it was turnable by putting wrench on pulley nut and forcing it. Could it be that shaft is untrue on account of forcing belt on?

WILLIAM STIEP, Newark, N. J.

[It is highly improbable that the shaft could be bent by such a common mode of replacing the belt. When a motorcycle built to carry one is obliged to carry a double load trouble should be expected. Overheating and straining of parts, particularly in climbing steep hills, is a most likely evil. If flushing with kcrosene and reoiling liberally, including a charge through the spark plug orifice, does not permit the engine readily to turn over, look first for a broken bushing pin in the chaft bearing on the belt side and then for a broken piston ring. A bent valve stem or guide also may cause trouble of the sort.]

#### The Tourists Made the Trip.

Editor of the Bicycling World:

Please find enclosed postoffice money order for \$2 for one year's subscription. Did G. M. Darling and C. C. Murphy make a trip around the United States during 1904 or 1905?

ANDREW ANDERSON, Chicago, Ill. [Yes; Murphy and Darling made a journey of the sort.]

#### Germany's New Cycling Regulations.

Among the new cycling regulations which are to go in force in Germany with the new year, are specific instructions regarding the manner in which the rider shall conduct himself when riding in foggy weather, rounding curves, and taking steep hills. At such times, among other forbidden pleasures, are riding with both hands off the handle bars, or with the feet off the pedals. The rider must not ring his bell or blow his whistle continuously or any more than is absolutely necessary. He must further observe the rule of the road very religiously, dismounting if need be when his own side is blocked, and dismounting when meeting a restless horse. "Fourteen days or \$14" is the penalty for violation.

#### Where It May Cost \$200 to Open Mufflers.

Riverside, Cal., is the latest community to legislate against the open muffler nuisance. The ordinance forbidding use of the cut-out makes a fine not exceeding \$200 the penalty. The same law also sets an impossible speed limit of four miles an hour in the business district of the city, ten miles in the thickly settled residential districts, and 15 miles elsewhere.

#### **BOSTON'S BIG RACE WAS SLOW**

But There Were Exciting Moments in the 24-Hour Grind—Moran Won Out for His Team.

1	Jas. F. Moran-Iver Lawson461	1
2	P. F. Logan-W. L. Mitten461	· ·1
3	Floyd Krebs-Hugh MacLean461	0
4	Menus Bedell-John Bedell 461	. 0
5	C. A. Sherwood Geo. Wiley 461	0
6	N. M. Anderson-E. Rupprecht: 460	9
7	W. G. Holbrook-J. T. Hailigan 460	7 19

Whatever may be said about it and its features, the 24-hours team race which concluded in Boston at 10 o'clock Wednesday night, 25th inst., was certainly not a record breaker. Moran and Lawson and Logan and Mitten, the two teams that were tied at the finish covered during the twice-



JAMES MORAN

around-the-clock race 461 miles 1 lap, an average of 19.2 miles an hour-very slow going for a race of this character. Despite its general funereal aspect the race held two bright spots for the spectators. One was on Wednesday morning when a wild sprint started that demoralized the field and placed two teams in a tie for the lead, and the other was at the finish to decide second position, when Sherwood and Menus Bedell finished back of Krebs, but apparently tied for fourth money. Despite there were not a great many teams in the race, the meet drew the largest crowd of the year to the Park Square velodrome, a throng estimated at 10,000. Victory perched upon the banner of James F. Moran, who in the final sprint for first money, defeated Pat Logan.

It was a most unusual finish. When the gun for the final mile popped the teams of Moran-Lawson and Logan Mitten were tied for first place with 461 miles 1 lap. Krebs-MacLean, Menus Bedell-John Bedell and

Sherwood-Wiley were tied one lap behind and two laps behind the leaders were the teams of Anderson-Rupprecht and Holbrook-Halligan. Naturally it was to be expected that the better sprinters of the two leading teams would be selected for the final mile, but just the opposite prevailed, Moran and Logan taking up the cudgels respectively for their teams. Lawson and Mitten gracefully gave precedence to their mates, as the latter were at home in Boston.

Five minutes before the gun all the riders except Moran and Logan were called from the track. The report of the pistol found Moran in front, riding in the middle of the track, watching Logan. The latter made his bid five laps from the finish and jumped for a lead of a length. Logan made a game effort to maintain his advantage but War-horse Moran had superior strength.

The best of the final sprints was that between Krebs, Sherwood and Menus Bedell to decide third, fourth and fifth places. This trio was sent away from a standing start and it proved such in every sense of the word. When the starting gun boomed not a rider moved and they tried the balancing act so long that the referee ordered them to start. Krebs jockeyed along in front for six laps. With less than four to go he slipped down on the pole and was ready for business. At two and one-half laps to go Menus Bedell jumped, carrying Sherwood with him. Krebs was not to be denied, however, and with one of his famous jumps he carried himself past Bedell and Sherwood, and was never headed, winning by a length. The fight behind between Bedell and Sherwood was worth looking at. Entering the stretch Sherwood moved up alongside the Long Islander and they finished across the tape as one man. After considerable thought the judges gave it to Bedell by three inches. Anderson had no trouble in showing his back to Holbrook in the sprint for sixth money.

With the exception of a few sprints now and then there was no excitement until early in the morning. Fifteen minutes after every hour there was a mile sprint, and the special prize livened things up to some extent. During the early hours of the race Moran and Lawson annexed nine of the hour prizes, after which they allowed Anderson of Denmark to get the small change.

The crowd that remained all night was well repaid at five o'clock Wednesday morning, when the only lap steal in the race started. There were big doings while it lasted. Iver Lawson suddenly caught the field napping. Yard after yard he opened up on the surprised riders, who did not wake up until Moran had relieved Lawson. The latter had delivered a gap of half a lap and Moran, charging like a mad bull, caught the bunch and passed it.

The pickup by Moran and Lawson was adjudged to be a bad one, the pair not being side by side, and the referee refused to give the team a lap.

That was all that was necessary to get

Moran going, and like a flash he bent his head, hunched his shoulders and shot out of the bunch of riders. Hugh MacLean was on his rear wheel and the pair pulled away from the field, which appeared to be anchored.

Suddenly a diminutive figure in black and yellow pulled out of the ruck in the rear and tore after Moran and MacLean. It was Mitten, and his whirlwind dash brought him to a trailing position, third place, just behind MacLean.

Lawson relieved Moran and Krebs took MacLean's place. Krebs could not stand the gaff and Lawson drew away from the German, while Pat Logan, who relieved Mitten, passed Krebs and battled to hold his own with the flying Swede, who was far in front.

Lawson and Moran soon found that they



IVER LAWSON

had cleared a space for themselves, the Logan-Mitten team being 20 yards behind and the others strung out far to the rear. The first of the big teams to go by the board was the Sherwood-Wiley combination. Then the Bedells were lapped.

John Bedell was waiting to relieve his brother when MacLean came alongside, and the pair came into collision, but neither man fell. Moran was then within five yards of MacLean, and although MacLean protested he lost his lap, as did the Bedells and Sherwood and Wiley.

With the collision the terrific sprint stopped, and the Logan and Mitten team, which was less than half a lap behind Moran and more than a half a lap ahead of the other teams, were scored with Moran and Lawson.

The special prizes were won as follows: Anderson 6, Lawson 5, Moran 4, Logan and Krebs 2 each, Holbrook, John and Menus Bedell and Halligan 1 each.

#### ORGANIZATIONS ELECT OFFICERS.

As there was no opposition, the annual mail vote of the Century Road Club Association, which closed December 17, was cast without causing a ripple. The officers elected are as follows:

National officers—President, D. M. Adee, Metropolitan, N. Y.; first vice-president, E. Lee Ferguson, New York; second vice-president, Anton B. Eifler, Brooklyn; secretary, Paul Thomas, North Tarrytown, N. Y.; treasurer, J. W. Johnson, New York.

Eastern Division-Centurion, Hugo Von

At an election for officers of the Los Angeles Motorcycle Club held December 17th, the following were elected: President, E. C. Kehl; vice-president, H. Shafer; financial secretary, H. Canfield; recording secretary, G. Blalock; treasurer, Carl Johnson; captain, F. Bruner; press agent, S. L. Lyon.

At the annual election of officers of the West Harlem Wheelmen, New York, last week, the following officers were elected for 1908: President, M. Flaunlacker; vice-president, Ed. Cody; treasurer, Henry Het-

off's hammer. The proceeding is an amicable one, to satisfy a \$4,600 mortgage held against it. The Wilmington Bicycle Club is the pioneer bicycle club of the State. Although it was not incorporated until February 25, 1897, it maintained a club house many years previously and at one time was among the most influential clubs in the city. The present club house was built about eight years ago. Soon afterward trouble started in the organization over the question of a sideboard for the club. Friends of the innovation won their point,



THE BROOKLYN MOTORCYCLE CLUB LINED UP BEFORE THE CAMERA

Rodeck; secretary, S. Segal; treasurer, F. Larsen; captain, C. B. Ruch; directors, H. T. Mayo, H. Heldman, C. F. Levy, P. Wallenschlager and J. W. Johnson.

Long Island Division—Centurion, W. F. Jacobs; secretary, Carl Friedricks; treasurer, Fred C. Graf, Jr.; captain, E. H. Minterman; directors, D. M. Adee, H. Kampe, J. M. Eifler, A. F. Duester, E. Greenbaum, Anton B. Eifler and F. W. Eifler.

Because of a tie in the ballot for F. J. Druar and H. J. Ortner for corresponding secretary, and H. M. Perry and C. J. Krammer for the sixth dector, the Black Rock Cycle Club, of Buffalo, N. Y., will have to call a special meeting to vote for these officers. The result of the annual election was: President, Edward C. Ortner; vice-president, G. W. Graf; treasurer, W. G. Humphrey; financial secretary, E. W. Rupp; assistant financial secretary, F. S. Reidel; recording secretary, E Westfall; captain, H. Roesch; directors, J. A. O'Neill, J. C. Eschborne, J. J. Graf, M. F. Roesser and D. Wischel.

zel; financial secretary, Ernest Gingras; corresponding secretary, B. T. Fowler; recording secretary, Clif Bridgman; captain, Henry Vanden Dries; 1st lieutenant, John R. Rapp; 2d lieutenant, Louis Flaunlacker; color bearers, E. A. Anderson and Louis Schroeder.

Officers for the ensuing year have been elected by the San Diego (Cal.) Motorcycle Club as follows: President, E. F. Clark; vice-president, John Scripps; secretary, George Comparet; treasurer, C. A. Shepard; captain, C. A. Shepard; lieutenant, C. E. Smith.

The Buffalo (N. Y.) Racing Cyclists' Union last week held its annual meeting and elected officers as follows: President, Joe Barbach; vice-president, Adam Fisher; secretary, Al. Mercer; financial secretary, George Keipper; treasurer, John Tanner.

#### Sheriff to Sell a Club House.

The elegantly appointed home of the Wilmington (Del.) Bicycle Club at 900 Washington street, is to go under the sher-

but dissension which followed resulted in a great loss of membership. The club continued, however, but of late years has, like many others, become purely a social organization.

#### Road Contests Practically Banned.

In the interest of safety and law observance, the Royal Automobile Club of Great Britain, of which the Auto-Cycle Club is the tail, and which controls all manner of motoring sport, has served notice that it will no longer sanction road events of any sort in which the legal limits are to be exceeded unless the promoters are able to induce the authorities to close the highways to other traffic, which is not likely to be done. As the prohibition applies to hill climbing contests and even to closed events, it has caused a considerable "flutter" on the tight little isle. The only opening that exists is to run such contests on the estates of wealthy land owners, whose permission, however, is not always readily obtained.

#### VAILSBURG TO HAVE NEW TRACK

Jack Prince Planning a Summer Season— Kramer and Lawson Signed—Track Building in Kansas City, too.

When "Jack" Prince journeyed all the way from Nashville Tenn, where he has been conducting a skating rink, to New York to view the six day race, and brought with him a wallet full of real spending money, which he was not slow in circulating, it was not thought that Prince was objectless. The secret came out this week. Prince is to build a new track at Vailsburg and conduct races there all summer.

The veteran promoter, manager, ex-racing man and some other things, was impressed with the healthy aspect of the racing game as soon as he reached New York. The more he inquired about the situation in the East the more he became convinced that Vailsburg needed a strong stimulant in the form of a live manager. The result was that Prince, National Champion Frank Kramer, Iver Lawson and Frank Mihlon, a prosperous cafe owner and cycling enthusiast of Newark, N. J., got together in a conference, and without teiling the whole world about it secured a three years' lease on the Vailsburg property.

The old four-lap board track at Vailsburg is beyond repair, so Prince has made plans to have it torn down and a new six-lap track erected in its stead. New bleachers also will be erected. The new track will be banked sufficiently to run motorpaced races upon it. Realizing that no manager in the game has anything on him as a rain maker, Prince will defy Jupiter Pluvius, his bete noir, by partially enclosing the new track, so that rain will not be sufficient cause to stop a meet. The new course will be known as the Vailsburg Coliseum.

Prince has a little money of his own that he has saved up, and Frank Mihlon is ready to back the venture to any extent. It is stated that Kramer and Lawson will also put money into the project as well as several other riders. It is planned to open the track on May 2, and to hold meets every Wednesday night and Sunday afternoon.

Although he is not positive at this moment P. T. Powers has stated that if Vailsburg actually is put into operation again he will open Madison Square Garden, and with Revere Beach running at the same time, the best riders in the world can be brought here at no great expense to any one promoter.

Prince made a ten-strike when he signed Frank Kramer and lver Lawson first of all, which fact alone proves that this is not another Vailsburg rumor, but that the track is practically a certainty. Walter Rutt wants to come to America and stated before he left for Europe that if the game is good here next summer he will surely return. Former World's Champion Ellegaard also intimated that he will probably ride here next summer.

At the present time Prince is in Kansas building a track in Convention Hall in that city, where he will hold an eight-hour six day race the week beginning January 20, with a good card of events on the Saturday night preceding. The Kansas City track will be a 12-lap affair. The race will be in progress between 2.30 p. m. and 10.30 p. m. each day. Although the teams have not been fixed, Prince has signed nearly all the riders. They are: Joe Fogler, James F. Moran, C. A. Sherwood, George Wiley, W. L. Mitten, John and Menus Bedell, Iver Lawson, E. F. Root, Hugh MacLean, Floyd Krebs and Ben Munroe. Walter Bardgett, Norman C. Hopper and Hardy Downing are possibilities for the Kansas City race. If successful in Missouri, Prince will spring a six day race upon Omaha, Neb.

#### No New Year's Race to Coney Island.

. Although notices have appeared in the daily newspapers to the effect that the New York Division, Century Road Club of America, will promote its annual New Year's race from Brooklyn to Coney Island. State Centurion Fred E. Mommer is authority for the statement that it will not be held. Ten years ago when the race was inaugurated to usher in the New Year it was well filled by hardy pluggers who didn't care whether it rained, snowed, hailed or not. Of late years the riders have not cared particularly if the race was held or not, preferring to remain by a warm stove, if conditions were not the best, and for this reason it has been a failure financially. Centurion Mommer hopes, however, to arrange a century run for members to start the New Year with.

#### Good Racing at San Jose.

Three exciting races on the flat floor of the Auditorium rink, San Jose, Cal., Wednesday, 18th inst., kept a large crowd keyed to cheering pitch. The best event was the two mile match between Peter Castro and Louis Trainer. The latter upset local opinion by showing his back to Castro at the tape. Time, 5:07. Walter De-Mara and George Evans had it nip and tuck in their match until the chain came off Evans's bicycle and the race went to DeMara. Emil Agraz won the two mile race against William Jones, on roller skates, in 4:49, but the judge disqualified Agraz because he cut inside the track to avoid a collision.

#### "Rocket" Clarke Showing His Mettle.

A. J. Clarke, known as "Rocket Clarke" at Salt Lake City last season, who went to Australia with McFarland and his compatriot, Pye, made a good showing at his first appearance in Melbourne. With only a week's training Clarke defeated Thomas and Farley, two of the fastest riders in the antipodes, in a five mile scratch race McFarland and Pye "also ran."

#### MORAN TOOK DARRAGON'S MEASURE

Big Boston Crowd Saw Chelsea Milkman
Defeat the French Champion—Other
Events Hotly Contested.

Although he was not fast or tricky enough to defeat Walter Rutt in the final sprint of the six day race, Joe Fogler, of Brooklyn, showed that he is the equal of any American rider in a hard open race by winning both professional events at the indoor track at Boston last Saturday night, 21st inst. Former World's Champion Iver Lawson was picked by the wise ones to run away with both races, but Fogler marshaled his forces to the defeat of the Swede. The biggest surprise of the evening was, however, when James J. Moran, of Chelsea, took the great Darragon's measure in the paced race. As Darragon has beaten Walthour repeatedly, the indications point that Moran, with an even break in the pace, has a splendid chance to become a champion. The races were well received by the 4,000 people presnt.

With speial prizes for every fifth lap, or half mile, the ten mile open produced some of the best sprinting, with lots of ginger in it, as the field was made up of such riders as Fogler, Lawson, Krebs, the Bedell brothers, MacLean, Logan, Root, Butler, Anderson, Sherwood, Downey Wiley and Mitten. Anderson, of Denmark, was out after the specials and succeeded in taking seven; the others were divided between Root, Logan, Sherwood, and Halligan, of cattleboat fame. At the gun for the last mile Pat Logan, one of the six day heroes, moved to the front, with Root trailing and in front of Fogler. Further back were Krebs and Lawson apparently working together, as were Root and Fogler. On the third lap Krebs managed to get Lawson in front, but he made his bid too soon, as a few laps later Root and Fogler, with Menus Bedell sleighriding, went around the Dutchman and the Swede as though they were anchored. Lawson tried mightily to get around Bedell, but the latter held him off in fine style. On the backstretch of the bell lap Root let Fogler through. The way the Brooklyn rider ran for the tape was a treat. He had speed and strength enough to go four laps instead of a half lap and won from Menus Bedell by four lengths, with Lawson in third place. Krebs was fourth, MacLean fifth and Mitten sixth. Time; 24:14.

The trial heats of the one mile handicap professional resulted in the unplacing of Root and Krebs, two of the scratch men, Fogler being the culy honor marker to qualify for the final. Fogler soon caught the Bedells on 30 yards, and after setting a fast pace for four laps Menus Bedell dropped out, leaving John and Fogler to go after the long markers; they tagged them at the sixth lap. Matt Downey and

Sherwood came together in a collision, but neither was injured. Anderson made the going to the bell, but when Fogler jumped the spectators marked their programs. The Dane beat John Bedell for second money.

The Moran-Darragon match consisted of three five mile heats, the first named taking the first two and the race. Moran rode the best race of his career, for it was no easy task to put the French champion of the world in his shadow. Darragon had Lawson to pace him, while Moran had an excellent coach in the person of Charles Turville, who paced Darragon to victory in his recent match with Walthour. Moran gained slightly in the first two laps of the first heat, but Darragon placed himself on even terms at the expiration of two miles. Darragon then gained a quarter of a lap, but Moran buckled to his task and was fast overhauling the Gaul when Darragon sat up, complaining that something was wrong with his bicycle. Moran continued and won the heat in 8:35.

The second heat was the kind calculated to make a crowd care little whether they ever got home or not. It was fast and furious from start to finish and Moran had so much speed in his legs that he broke the record for the track in 7:15½. At the last mile Darragon led by a length, but Moran rode the last ten laps like a whirlwind, leading a quarter lap at the finish.

Moran's motor evidenced a desire to give Darragon the last heat, as it missed so badly that the Frenchman passed Moran for a half lap gain in the second mile. Moran stuck grimly to his task but the motor was not up to standard and Darragon gained another lap before the finish.

The one mile handicap for amateurs went to Fred Hill of Watertown, who started from scratch. Sullivan, a 75-yard marker, was second, and McPartland, a limit man, third. The summaries:

Ten mile open, professional—Won by Joe Fogler, Brooklyn; second, Menus Bedell, Lynbrook, L. I.; third, Iver Lawson, Salt Lake City; fourth, Floyd Krebs, Newark; fifth, Hugh MacLean, Chelsea; sixth, W. L.Mitten, Davenport. Time 24:14. Special half mile prizes—Anderson 7, Root, Halligan and Sherwood 3 each, and Logan 1.

One mile handicap, professional—Qualifants: Fogler (scraich), Menus Pedell (30), Logan (85), Anderson (120), Mitten (105), John Bedell (30), Holbrook (130), Sherwood (55), Downey (75). Final heat won by Joe Fogler; second, N. M. Anderson, Denmark; third, John Bedell Lynbrook, L. I.; fourth, A. W. Holbrook, Boston. Time, 2:041/5.

One mile handicap, amateur—Won by Fred Hill (scratch); J. Sullivan, second (75); third, McPartland (120). Time, 2:10\%.

Five mile match between James F. Moran, Chelsea, and I ouis Darragon, France. First heat won by Moran. Time, 8:35. Second heat won by Moran. Time, 7:15½ (track record). Third heat won by Darragon. Time, 8:42¾.

#### AMERICAN MANAGER IN AUSTRALIA

Floyd McFarland Building a Saucer in Melbourne—He Outlines His plans for Antipodean Race Meets.

Floyd A. McFarland, the dean of American racing men, is now a manager and promoter. Intimation that "Long Mac" eventually would retire from actual competition and engage in the less strenuous occupation of managing meets was given last season when negotiations were practically completed between the veteran Californian and C. B. Bloemacke, proprietor of the Vailsburg board track, by which the former was to take hold of the New Jersey course and manage it the coming season. A letter from McFarland to the Bicycling World dated St. Kilda, Australia, November 17th, and received this week, explains why Mc-Farland dropped the Vailsburg proposition and sailed to the antipodes following the conclusion of the season at Salt Lake City. McFarland has incerested sufficient capital to build an eight lap saucer track at Melbourne, of which he will be the manager. The track was to have been completed by Tanuary 1st.

"Here is some news which will be interesting to you and will serve to explain why I dropped Vailsburg," writes McFarland. "I am at present building an eight-lap board track in Princess Court, an electric park in Melbourne, and we intend to open about January 1st. I have engaged as manager for three years, and we intend to run night meets twice a week, on Wednesdays and Saturdays.

"When I arrived in Australia with Pye and Clarke, I saw that the racing game here needed a stimulant of some kind, and thought an eight-lap track and night meets would draw the crowds. I interested several of the men prominently identified with the sport here and as a result we formed the Melbourne Saucer Track Co., Ltd. I hold 80 shares at \$125 per. The track will be almost identical with the Salt Lake City saucer. It is to be built of Oregon pine, eight laps to the mile, the turns being banked to an angl: of 55 degrees, with a four foot raise on the outer edge of the straights, which will be 150 feet long. The track will contain 79,000 strips of one-inch boards. It will be 18 feet wide, and will cost about \$12,500

"When this is built I am going to attempt to put one in Sydney and also in Adelaide; in fact, I have already been approached in regard to the one in Adelaide; so it looks as though we are due for a good season. The present track in Melbourne is the first eight lap saucer ever built in Australia—the majority of the meets being run on cement tracks or on the grass—so the novelty of the thing should make a paying venture from the start.

"There will be no Sydney Thousand this

year, but the promoters say thay will hold the event next year sure, with a \$5,000 one mile handicap, and that they will bring 'Major' Taylor to Australia sure.

"Since our arrival Pye, Clarke and I have competed in one meet, and the coming champion, whom you term the 'Kangaroo Rocket,' won the five mile scratch rather easily. Little Clarke is improving every day; the only thing he lacks now is generalship, and that can be gained only by experience. There is not much racing here until the Austral, which starts about December 1st. So far we have engaged for the Austral, with \$1,500 in prize money; Ballarat Christmas meet, with \$500; the Castlemaine meet, with \$1,000. If we succeed in annexing the prizes, that and our appearance money should make a nice little pile for Christmas presents."

#### Ranking of the Century Riders.

Ernest G. Grupe, of Brooklyn, continues to maintain his position at the top of the list of century riders engaged in the century and mileage competition of the Century Road Club of America. Harold E. Grupe is second in the number of centuries covered since the first of the year. J. W. Hedden, who is third in the century tabulation, leads in miles ridden, with E. G. Grupe second. The report, showing the position of the leaders, on December 1st, is as follows: Centuries-1, E. G. Grupe, Brooklyn, N. Y.; 2, H. E. Grupe, Brooklyn, N. Y.; 3, J. W. Hedden, Brooklyn, N. Y.; 4, Joe Noe, Jersey City, N. J.; 5, W. L. Cummings, Brooklyn, N. Y.; 6, F. L. Perreault, Malden, Mass.; 7, F. E. Mommer, New York City; 8, A. D. Rice. Wirthrop, Mass.; 9, Andrew Claussen, Chicago, Ill.; 10, A. H. Seeley, New York City; 11 F. H. Peterson, Newark, N. J.; 12, F. S. Floyd, Winthrop, Mass.; 13, Henry Kest, New York City; 14, H. B. Hall, Brooklyn, N. Y., 15, F. J. Blecha, Prooklyn, N Y., Total 411 centuries. Miteage-1, J. W. Hedden, Brooklyn, N. Y.; 2, E. G. Grupe Brooklyn, N. Y.; 3, Joe Noe, Jersey City, N. J.; 4, H. E. Grupe, Brooklyn, N. Y.; -5, T. W. Davis, Peoria, Ill.; 6, F. L. Perreault, Malden, Mass.; 7, A. H. Seeley, New York City; 8, F. E. Mommer, New York City; 9, F. H. Peterson, Newark, N. J.; 10, N. O. Tarbell, Lake Geneva, Wis.; 11, Henry Kest, Lake Geneva, Wis.; 12. H. H. Wheeler, Pomona, Cal.; 13, A. Manzolillo, Hicksville, N. Y.; 14, C. E. Nylander New York City. Total, 68,239 miles.

#### Got Religion and Quit Racing.

O. H. Booth, the New South Wales champion, who went to Europe last season, but did not win a race, has returned to Australia. Brooks avers he is through with racing. He explains his stand by stating that on ship he "got religion," and that he now considers the "stream of professional cycling too muddy for a Christian to swim in," an explanation that might put it up to "Major" Taylor to explain why he stays in the game.

#### **NEW YEAR'S MIDNIGHT RACING**

The Annual Scorch to Tarrytown Again Scheduled—F. A. M. Protest Against Motorcycle Event.

Two bicycle races to usher in the New Year have been announced by New York promoters, but some difficulty is likely to arise over one of them. For years the three or four men who call themselves the Associated Cycling Clubs of New York have promoted a bicycle race to Yonkers and Tarrytown, starting from Columbus Circle, New York City, at one minute past midnight, December 31. Last year the Prospect Wheelmen inaugurated a twenty-five mile handicap from New York to City Island and return. Both races were arranged to take place this year but the "associated cyclists" applied for a sanction a few hours before the Prospects could get to Chairman Kelsey, of the National Cycling Association. The result is that the "Associated Cycling Clubs' race was sanctioned and the Prospects were left out in the cold. The Prospect Wheelmen already had made arrangements for the race, even to the extent of securing prizes, and they expect to hold the race, whether or no. Of course any rider competing in it will make himself liable to suspension for participating in an unsanctioned race. Because of the great danger of scorching in the dark at such an unholy speed, the Federation of American Motorcyclists will not sanction the motorcycle race which is included in the A. C. C. program and as usual will suspend for one year all who may compete.

In fact, the danger of serious or fatal accident is so great, that in order to place the blame where it belongs, President Betts, of the F. A. M., has again entered a formal protest against the race. In a communication to the commissioner of police, he says:

"I venture again to call your attention to, and to protest against, that annual 'dalliance with death' and premeditated violation of the law, the midnight New Year's race to Yonkers and Tarrytown promoted by what is styled the Associated Cycling Clubs of New York, and which is due to start from Columbus Circle at 12:30 o'clock a. m.

"Although, for obvious reasons, this race is termed 'run,' and the promoters go through the motions of warning the competitors to 'obey the law,' the fact that prizes are offered for the fastest men, and that the times are officially recorded, is the best evidence of its real nature. That it is a menace, both to the riders themselves and to the public, the occurrences of the last two years serve to demonstrate.

"In 1906 two men were injured—one of them being rendered unconscious—and a horse was frightened and a wagon overturned and in the quarrel that ensued pistols were drawn; in 1907 a child was knocked down by one of the competitors and only by great good fortune escaped serious injury. But nothing concerning these happenings appeared in the published reports of the races in question; and it would seem that the promoters are lacking in a sense of their responsibility, or that the tragedy that is invited, and which will result in a hue and cry, must occur in order to bring them to their senses.

"Practically all of the machines that will be used will be more powerful than in any previous races, and for the first time twocylinder motorcycles will make their appearance, while it is common property that two of the most reckless riders in New York, mounted on machines capable of a speed better than 60 miles an hour, are planning to participate in order to settle a question of supremacy, and also to establish a new record. The record as it now stands is 27 minutes to Yonkers-13 miles, and 54 minutes to Tarrytown-26 miles, which times will serve to give you an idea of the law-abiding character of these races. If such speed is dangerous during daylight hours, it seems scarcely necessary to point out that it is doubly or trebly dangerous after nightfall, and that the liability of serious accident is, therefore, very great indeed.

"This organization is endeavoring to conserve the best interests of motorcycling, and this communication is inspired by that fact. It has been said that many organizations do not assist in upholding the law, but we have done our part in endeavoring to demonstrate our sincerity. All competitors in these midnight races are promptly disqualified, which means that they cannot compete in any events under our auspices, or under the auspices of other organizations with which we are allied, viz., the Amateur Athletic Union, the National Cycling Association and the American Automobile Association.

"On previous occasions, your officers who were present at the scene have acted merely in the capacity of more or less interested spectators. Whether the fact that one of the promoters of the race is a former alderman, several terms removed, has anything to do with their passiveness; I, of course, have no means of knowing, although I do know that one promoter who resides in Yonkers has several times intimated that as he assisted in 'making' the Mayor of Yonkers and also that he is part proprietor 'of the Chief of Police of that place, that there need be no fear of interference at that end of the line. However that may be, the race has become more dangerous each succeeding year, but it never promised so much danger as on the impending occasion. If the invited accident or fatality, and consequent public outcry results, it is well that responsibility therefor can be fixed in advance. I trustthat you will consider this communication somewhat in that light."

#### DOWN THE YUKON RIVER AWHEEL

Whitcomb's Narrative of His 1,800 Miles Ride Over Snow and Ice—Remarkable Performance on a Bicycle,

Discussion of a proposed automobile endurance run from New York to Paris, which would include many days of travel in Arctic regions, has brought forth an interesting story of bicycle endurance in that realm of snow and ice." It is told by R. E. Whitcomb, of 100 Broadway, New York City, who says he made a bicycle trip down the Yukon River in 1900. He was living in Dawson at the time, and made a trip to Nome, more than 1,800 miles distant, on his bicycle. The journey was accomplished in twenty-eight days and the bicycle was in no way injured by its travel over the ice and snow covered tundra, according to what Whitcomb avers.

"I left Dawson on the 5th of March, 1900, Whitcomb says, "on an ordinary bicycle having plain pneumatic tires. Of course, I traveled light, depending upon obtaining food chiefly at the roadhouses and other places along the way. Before reaching Tanana I encountered trouble as a result of the thaw which had started, but it soon turned colder, and I proceeded without more difficulty from that cause.

"I passed over a good deal of ice in the trail, which was very rough at times. Horses had passed on ahead, and their hoofs had made holes in the soft ice which afterward froze, making it pretty rough going for the bicycle. Still, I did not have a single puncture during the entire trip, and, in fact, did not have to inflate the tires very often.

"I found roadhouses and camps of wood choppers and others about twenty miles or so apart, and hence did not suffer for food or for want of a place to sleep. In places I found the ice so smooth that the tires of my wheel would not stand up, which caused some difficulty, but this was only occasionally the case.

"At Kaltag, on the river, I struck across to Unalakleet, on Norton Sound, and from there went across the Sound to Golofin Bay, stopping at a roadhouse known as Dexter's, and going on to Nome from there, arriving in twenty-eight days from the time I left Dawson."

#### Bizzari to Study Sculpture.

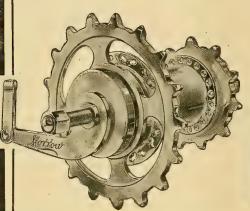
Antonio Bizzari, the former crack amateur, who turned professional to ride in the Boston six days race, will sail to-day on the steamship Mauretania. From Liverpool Bizzari will go to Rome, where he will study sculpture under Ernesto Biondi. As Bizzari will have plenty of leisure time he expects to compete in many road races as well as upon the track in Rome. He expects to be gone about a year.

No device has added more to the min

# Pleasure of Cycling

than the

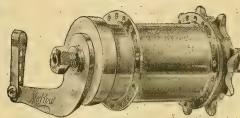
# Morrow Coaster Brake



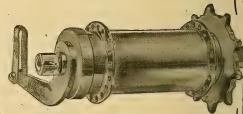
For Chain-Drive Motorcycles



Front Hubs to Match



For Bicycles



For Belt-Drive Motorcycles

#### IN 1908

the good work will go bravely on.

### THE MORROWIZATION OF BICYCLES

is a certain means of profit for dealers, too, and it can be carried on as well—or better—in January as in June. Why not make a bid for such mid-winter business?

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

#### THE MAC DONALD MEMORIAL FUND

Many Subscriptions for Relief of the Dead Rider's Family-Full List of the Subscribers.

The MacDonald Memorial Fund, which was started by the bicycle riders to raise a fund by subscription for the benefit of the widow and child of Urban MacDonald, the young rider who died as the result of an accident received in the six day race, has already assumed proportions which will insure Mrs. MacDonald and child from want, for a time, at any rate. To date \$408 has been subscribed, of which amount \$246 has been paid in cash.

Riders, trainers, and cyclists in the East have contributed generously to the fund, and although New England and the West have not been heard from yet, it is hoped by the committee that the fun1 will materially increase, as all the money that can be raised will be needed.

It is the intention of the committee to purchase a suitable gravestone, not to exceed \$100 in cost, as a memorial from the riders, and the balance of the money will be expended as the committee considers best for the benefit of Mrs. MacDonald and child. Subscriptions should be sent to Frank L. Valiant, treasurer, in care of the Bicycling World office, and they will be suitably acknowledged.

The names of the donors and the amounts given to the fund, up to and including December 27th, are as follows:

given to the fund, up to and including December 27th, are as follows:

Frank L. Kramer, \$25; Iver Lawson, \$25; F. L. Valiant, \$10; W. L. Mitten, \$10; H. A. Gliesman, \$10; Walter A. Bardgett, \$10; Matt Downey, \$10; Thos. Tarment, \$2; Norman C. Hopper, \$10; Frank Morin, \$2; Norman C. Hopper, \$10; Frank Morin, \$2; David Bruce Brown, \$5; A. A. MacLean, \$10; Hugh MacLean, \$5; Irving Hay, \$2; Fred Hoeckly, \$2; John Bedell, \$2; John J. Donovan, \$2; S. H. Wilcox, \$2; J. M. Creamer, M. D., \$10; Victor Breyer, \$5; George Wiley, \$5; Otto Maya, \$10; Edward Rupprecht, \$1; Arthur Vanderstuyit and brother, \$5; C. A. Sherwood, \$5; Fred E. Mommer, \$5; John Stol, \$5; Patrick Logan, \$10; A. H. Seeley, \$4; Jos. P. Bender, \$2; R. F. Kelsey, \$10; Charles Turville, \$5; Harold Dubblee \$5; D. D. Adee, \$2; T. A. Hennesy, \$2; C. D. Bowles, \$2; C. Burnley, \$2; J. L. Mellish, \$1; William Brown, \$2; Jack Prince, \$10; Jack Coburn, \$2; Walter Rutt, \$10; J. Frank Galvin, \$10; George Cameron, \$2; Menus Bedell, \$2; Floyd Krebs, \$2; Al. Copeland, \$5; Hardy Downing, \$10; C. Vanoni, \$1; F. V. Emmons, \$2; Gus Lawson, \$5; Jack Neville, \$3; J. E. Mallen, \$1, Dave Coburn, \$3; Petit-Breton, \$2; John Valentine, \$5; Leon Georget, \$2; Victor Dupre, \$2; J. Frank Galvin, \$10; Louis Darragon, \$2; J. Frank Galvin, \$10; Louis Marragon, \$1; R. S. Drake, \$3; S. R. Morrison, \$10; R. J. Hughes, 5; Frank MacMillan, \$2; Charles Schlosser, 1; A. Klein, \$1; W. Lamphear, \$1; Charles Nerent, \$1; Charles Margaret Gast, \$2; Charles Milkowait, \$5; Henry Surman, \$1; Peter Wollenschlager \$2: Margaret Gast, \$2; Charles Milkowait, \$5; Henry Surman, \$1; Maurice Vanden Dries, \$2; P.

Kury, \$1; O. Burkuch) \$2; Casimer S. Mankowski, \$5. Total subscribed, \$408; paid in cash, \$246.

#### More Riders Secure Registration.

Additional licenses have been issued by the N. C. A. as follows: Amateurs, road racing only, N. Stanley, F. W. Harris, C. B. Yancey and B. Berg, Philadelphia, Pa.; H. Missimer, William Schneyer, T. J. Murphy and Michael Shulman, Brooklyn, N. Y.; William Kirkbride, William Bernitt, L. Michaels, Dan Smith, Richard Lanigan, Geo. Gunzer and Fred Huron, New York City; Thomas W. Baker, William Leonberger, William A. Keese, A, F. Bennett and Chas. O. Reville, Baltimore, Md.; A. Morrison, William H. Martell, A. F. Bennett and Leo



NEW YORK BRANCH: 214-216 WEST 47TH ST.

Schlimme, Sparrow's Point, Md.; W. Bush, Fred Welsh and W. Oliver, Grange, Md. Amateurs, both track and road, E. L. Morgan, Worcester, Mass.; Norman Adler, J. B. Hawkins, Gus Stephenson, John Whaler, August Schisler, W. A. Penn, F. L. White, Edwin Lowe, Martin Kessler, Geo. C. Cameron, Arthur Lundberg, William Fuchs, Frank Aue, Nicholas Kind, Arthur Bayen and Luis Michaels, New York City; Frank Magati, H. A. Ellis and C. H. Dana, Boston, Mass.; Edward Kays, and Louis Musa, Newark, N. J.; Robert B. Smith, H. C. Kuhlman, Owen J. Devine and Charles Stein, Brooklyn, N. Y.; Emil Drewitz, Williamsbridge, N. Y.; Al. Goodrich, Brockton, Mass.; H. M. Bell, Medford, Mass.; Thomas Booth Tipping and E. C. Hasenflugh, Englewood, N. J.

Professionals-Anthony Bizzari, Frank Galvin, Winnie O'Connor and Ernest Fyly Bleuzat, New York City; Dennis Connolly, Everett, Mass.; P. F. Logan, W. G. Holbrook and Matt E. Downey, Boston, Mass.; Carl Limberg, San Jose, Cal.; Patsey Keegan, Lowell, Mass.; Fred White, Chelsea, Mass.

#### MISSIMER FINALLY DISQUALIFIED

Tiger Wheelmen's Thanksgiving Day Road Race Awarded to McMillan-Reasons for the Disqualification.

As was expected would be the case Harold F. Missimer did not receive the \$200 motorcycle for finishing first in the Pelham Parkway Handicap, the 25-miles race promoted by the Tiger Wheelmen of New York on Thanksgiving Day. After a long delay it has been announced that Missimer has been disqualified for (1), falsifying his entry blank, and (2), making misrepresentations to the officials of the National Cycling Association regarding his previous performances, so that he could become reinstated and ride in the race. The protest against Missimer for being assisted around one of the turns by willing hands of friends after having been warned, was not allowed by Referee Adee. Mr. Adee found that a number of the riders had been similarly assisted, apparently without their consent and against their protest. However, Missimer was disqualified by the N. C. A. and the Curtiss motorcycle, which constituted the first prize, was awarded to Frank Mac-Millan, who finished second. Missimer, it appears, obtained reinstatement in the N. C. A. on his representation that he had competed in but one "outlaw" race, whereas he had competed in several events of the sort. In making out his entry blank for the Pelham Parkway Handicap, he gave as his last performance a sanctioned race, which was not his last race.

Because they crossed the finish line without having covered the full course as prescribed, F. Huron, D. Smith, George Gunzer, and Charles Milkwait, were suspended, as their act caused the officials all kinds of unnecessary trouble The official summary

as revised, is as follows:	
	Time.
Pos. Name. Hdcp.	
1 F. McMillan 4.30	1:22:324/5
2 J. Berlenbach 4:30	1:22:331/5
3 M. Shueman 4:30	1:24:033/5
4 M. Vanden Dries 2.30	1:22:59%
5 Wm. Lamphear 5:30	1:25:293/5
6 Philip Kury 3:30	1:23:594/5
/ 1. Byrnes 3-30	1:24:00
8 E. Drewitz 4:30	1:25:10
9 J. E. Fee 5:30	1:28:003/5
10 F. Eifler Scratch	1:23:414/5
11 W. Vanden Dries Scratch	1:23:42
12 H. M. EiflerScratch	1:23:421/5
13 R. Stroud Scratch	1:23:44
14 H. Surman 2:30	1:26:55
16 C. NerentScratch	1:24:33
16 J. Comeron Scratch	1:24:40
17 C. Schlosser Scratch	1:24:46
18 D. J. McIntyre 5:30	1:30:21
19 W. Schneyer 6:00	1:33:20
Consolation, A. Hintze 4:45	1:33:22
Time Prize Winne	
1 F. McMillan 4:30	1:22:324/5
2 J. Berlenbach 4:30	
3 M. Vanden Dries 2:30	1.22.33/5
4 F. EiflerScratch	1.22.4146
5 W Vanden Dries Seratch	1:23:4145
5 W. Vanden Dries Scratch	1.22.4247
6 J. M. Eifler Scratch	1:23:424/5

6 J. M. Eifler ...... Scratch 1:23:424/5

#### **BICYCLE POLICE OF PARIS**

The Force Numbers More than Six Hundred—Its Origin and Growth—Some of Its Special Functions.

While the use of bicycles for police work is growing in the United States, as was indicated by a recent census of 100 American cities, it is by no means as great as abroad and particularly in Paris. The French capital has in the neighborhood of 600 bicycle policemen, as against 155 in New York and a total of some 300 in the 100 municipalities listed in the census mentioned. Since its enlargement in 1900 the bicycle division has become one of the most popular branches of the Paris police system, and the authorities are considering expanding it still further, as the bicycle has answered certain peculiar requirements of police work in Paris with an efficiency that has made it indispensable. It is used for far more important work than merely chasing "scorchers," too. It provides a method for patroling great stretches of territory that it would be impractical to attempt to protect by men on foot or even on horses, and the happy faculty of the bicycle policemen in gliding up silently to the scene of any trouble or disturbance on the streets at night has had a most beneficial effect in discouraging crime.

The "agent cycliste" is nowadays so familiar a feature of the streets and boulevards of Paris that it seems hard to realize that his existence only dates from the exhibition year of 1900, when the prospects of the invasion of provincial and foreign tourists compelled the police authorities of the French metropolis to consider that perennial question-how to perform their increased work with a fixed quota of men. Just outside Paris, several suburban "communes" had utilized the cycle to permit their more scanty and poorly paid police forces to sufficiently supervise the long "beats" of lonely residential streets.. Some of the northern manufacturing towns of France, where crime is ever rife (proximity to French-speaking Belgium facilitating the flight of criminals across the frontier), had adopted the same idea; while even in Paris many of the plain-clothes men were using their own machines in a purely unofficial, but singularly serviceable fashion. The suggestion seemed worth putting to the test. The straggling and thinly-populated 16th arrondissement (Passy) was chosen for the experiment, and 'a squad of a dozen men was formed in February, 1900, by M. Lepine, Perfect of Police. Needless to add, the cyclist public press watched the new departure with keen interest, but, curious to say, with keen criticism. Only a few months after the formation of the first squad, an indignant letter was published in the "Velo" regarding the conduct of the group of policemen who, riding without lanterns, had collided with a harmless passerby. Should law-makers be law-breakers? the correspondent asked. Why should the police, so prompt to arrest the unfortunate cyclist who was unprovided with a lamp, themselves ride without lights? A soft answer turneth away wrath, and the incriminated group quietly explained that the raison d'etre of the "agent cycliste" is to glide, invisible and silent, upon nocturnal evil-doers, too often warned in time by Robert's gleaming bull's eye or the tramp of his regulation boots. They duly apologized for the accident, and the incident was closed.

Through good and evil report, they rendered yeoman service; and year by year the number of these men was increased. The metropolis is divided into 20 "arrondissements," or wards, which would give 30 cyclists to each, but, as a matter of fact, they are very unequally distributed. In the small and thickly populated central wards of the city, the wheelman is comparatively useless. The outside "arrondissements," with their wide, straight streets and desolute fortifications-these latter the resort of the scum of Paris after nightfall-are the districts where the cyclist policemen are most numerous and most effectual. Their double advantage of invisibility and noiseless approach makes them particularly dreaded by the dangerous classes. Their swiftness enables them to overtake the fleetest criminal, and sometimes even the bicycle thief. Their knack of turning up at awkward moments is increased by the practice of diligently and constantly changing their beats and hours to baffle the careful observation of interested individuals; and they work, of course, in all weathers.

It is often supposed, even by Parisian residents, that the cyclist policeman is a sort of Centaur, inseparable from his machine, and never serving on foot. This idea is founded on the fact that the uniforms differ, the cyclist wearing a flat peaked cap of the German type popular among chauffeurs, a single-breasted tunic in the Norfolk jacket style, and laced gaiters; while his comrade on the pavement retains his French "kepi" and double breasted coat. As a matter of fact, there is no distinction between the cyclist and the "infantry" of the Parisian police; the same man often (in fact, usually), does cycling night duty, and resumes the better known uniform for his usual pedestrian beat in daytime. Thus at 9 a. m., when night officially begins, one may notice a little group of bicycles outside the police station. Some of them, it may be added, merely belong to men who adopt this speedier means of reaching the building and leave them there. The others are for the "agent cyclists." Like their colleagues on foot, they have a revolver strapped on to the hip for night duty, and always start and remain in couples during their nocturnal perambulations. A couple of men armed with revolvers are not too strong a force when a party of from six to ten knife-armed hooligans may have to be

dealt with; hence this Parisian rule. The machines are the men's own; for these they receive an allowance of 10 francs per month for upkeep and all repairs, except "accidents occurring in the execution of their service,' which would, of course, cover any wilful damage done during a street fight or disturbance of any kind. One sees but few old crocks; the bicycles are usually up-todate machines of possibly inexpensive but serviceable type. The mudguard, so often discarded by the French cyclist, is naturally almost universal, for the Parisian policeman, unlike the French soldier, is nothing if not neat and natty, and the "agents cyclistes" keep themselves remarkably clean as a rule. The regulation cape affords sufficient shelter in rainy weather; on fine days-or rather nights-it is partially rolled and thrown over one shoulder in jaunty style. Thus they ride off, at a slow and steady pace which they keep up almost continually during their four or five hours on duty, and return to the station with their comrades at the hour of the relief.

When the cabmen's strike occurred (in 1900) cyclist volunteers were called for from the ranks of the police, and a body of 156 men owning bicycles was temporarily organized to patrol streets and prevent strikers and "blacklegs" from breaking the peace. In fact, it was this incident which led to the first extension of the cycling element in the Paris police force.

During other strikes, spread over large areas and of an outdoor nature, the cyclist policeman is usually much in evidence. One sees a contractor's carter, for instance, at the time a strike in the building trade is going on, about to yield to the arguments of the strikers, unharness his horses, and leave his load on the public highway. Two men in blue come gliding around the corner, the little crowd disperses, and the cart goes quietly on its way. A special function of the cyclist policeman is to guide detachments of cavalry told off to patrol the streets during big strikes-the corporal or sergeant of horse being almost invariably a country lad, unfamiliar with Parisian geography-on which occasions the efforts of the man on wheels to ride as slowly as a horse's pace form a curious object-lesson as to the comparative speed of the two modes of locomotion.

When monarchs visit Paris in state or semi-state, the ubiquitous cyclist is usually pressed into service as an outrider in the royal procession, and occasionally figures in the same capacity in the escort of the president, or high French officials. In fact, it may be questioned whether, for real service as apart from pageantry, half a dozen of these active wheelmen are not a more efficient guard than a squadron of lifeguards or cuirassiers. One smiled to see the late Shah of Persia driving through Paris preceded by a cyclist escort, but when he was attacked by a would-be assassin a few days later, he possibly owed his life to his somewhat incongruous and un-Oriental satel-

#### LAYING DUST WITH A CHEMICAL

Successful Experiment with Calcium Chloride on Roads in Massachusetts—The Method Employed and Its Cost.

Dealing with the problem of dust on roads experiments have been made along three lines, each considered by its advocates to be the most promising. The use of oil, either in its crude state or as an emulsion, has given results that satisfied those persons interested. The same is true concerning the use of tar in one form and another. A method employed extensively on the roads in that part of Massachusetts known as the North Shore is the sprinkling of the surface with a solution of calcium chloride, which has a strong affinity for water, attracting it from the atmosphere and the earth, and retaining it for a considerable period.

Experiments with this chemical; made abroad, came to the notice of Colonel Sohier, a North Shore resident, during the summer of 1906. He resolved to repeat the experimenting here, it is stated by the Boston Evening Transcript, and first treated a short stretch of road. The calcium chloride was purchased in crystal form at from \$15. was purchased in crystal form at \$15.40 a ton. The crystals were broken up and dissolved in watering carts, one pound of the chemical being mixed with one gallon of water, and from one-half to one-third gallon of the mixture being applied to each square yard of road surface. After two applications it was found that the dust was laid and could be kept down by occasional sprinklings with water.

The success of the first experiment determined Colonel Sohier and his associates last summer to enter much more extensively into the "salting" of the roads and it was decided to treat the Shore Road, a macadam highway from Beverly Cove to the Manchester line and adjoining roads, a total of ten miles, the money for the work being raised by subscription. With this large project in hand a central plant was necessary for preparing the solution. The calcium chloride treatment, which was done by contract, was begun early in the season and was discontinued on November 1, and it has been found that, including the cost of the plant, the cost of applying the chemical for a longer season has been slightly more than the cost of sprinkling with water alone. Not counting the cost of the plant, which is available for years to come, the cost of the calcium chloride treatment was less, the figures being .027 cents per square yard for the season with the chemical and water and .03 cents for sprinkling with water alone for a seoson of six months.

The calcium chloride laid the dust absolutely for twenty-four hours a day, whereas under the former plan of sprinkling with water four times a day mud and dust alter-

nated. The chemical prevented any raveling of the top surface of the macadam highway. Six applications of the calcium chloride were made, two in June, one in July, August, September and October, and on dry days throughout the season the road was sprinkled with water once a day. The results of using one watering cart instead of three and watering once a day instead of four times have been much better and

#### Mount for a Baby Motorcyclist.

Doting fathers have frequently been known to have miniature automobiles built for their boys, but a high speed miniature motorcycle is a rarity, and little Clement Marchand, who is hailed as the youngest motorcyclist in the world, is one of the most envied lads in Boyville, because he has a machine that is a real one in every re-



THE WORLD'S SMALLEST MOTORCYCLE

spect and that is built on the lines of those ridden by his seniors. Not only has the youthful Marchand got a motorcycle, but he knows how to ride it. At the Marseilles (France) velodrome he recently gave an exhibition in which he went whirling around the track at 40 kilometers per hour. For a small boy of five and a half years this performance was wonderful, and it has attracted so much attention from the press and the public as to make the lad a much pictured figure in European prints.

dust has been practically eliminated. The surface of the ten miles of road was treated over a strip eighteen feet wide, making 103,000 square yards, and the cost by contract, including the plant, was \$331 a mile. Though the sprinkling of the road was stopped November 1, the road is now free from dust.

Colonel Sohier states that the calcium chloride used this summer was bought in solution, instead of in crystals, and was brought to the Beverly Farms station in tank cars holding 6,000 gallons each. It was pumped from the cars into a tank. For applying the chemical a special watering cart was used. Its tank has a capacity of 600 gallons, but on account of the weight of the solution no more than 500 gallons was taken at a time. A hose leading from

the bottom of the cart tank was used for drawing off the solution, and a rack in the rear held five large galvanized iron buckets, each of a capacity of 100 gallons.

The watering cart was filled with 500 gallons of 40 per cent, saturated solution of calcium chloride at the central plant. Then the cart was driven to the first hydrant along the road to be treated. At this point 100 gallons of solution was drawn off into one of the buckets. At four other points the filled buckets were left. By the means of a special appliance patented by B. P. Richardson, the contractor, the 100 gallons of calcium chloride from the last bucket was syphoned back into the cart, together with the water from the hydrant, reducing the calcium chloride solution to about 8 per cent., which was sprinkled on the road in the same manner as water. At the other hydrants the process was repeated, the buckets being picked up as they were emptied. One carload of the 40 per cent. solution was made to cover five-eighths of a mile.

The Shore Road is a State highway and was built two years ago of the best macadam. It showed signs of ravelling from automobile travel, especially on the corners, and was sanded with a light sprinkling of coarse screened gravel. The whole road was sanded twice and parts of it four times. The calcium chloride through its property of holding and attracting water, kept the top surface of the road in such condition that it did not ravel or wear down to the stones although it is narrow and the travel is extremely heavy. One Sunday last summer, according to a record secured, 1,100 vehicles passed a given point in Beverly Farms in ten hours. About 650 of them were automobiles. In Manchester automobiles have averaged at certain times of day three a minute for an hour.

A valuable property of calcium chloride is its weight. Even if the road surface becomes so dry that dust rises, the fastest moving vehicle does not lift the dust above its hubs and it settles at once into the road. The chemical has no smell and no injurious effects have as yet been discovered; it keeps the dust laid on the surface of the road, and, if properly and economically applied, is undoubtedly better than water and probably cheaper, because with its use two-thirds of the cost of watering carts can be dispensed with, which saving should more than pay for the chemical itself and the extra cost of applying it.

#### Law Against "Hanging on" Needed.

"Hanging on" behind swiftly moving vehicles of one sort or another is recognized as being one of the most dangerous practices to which the common or "mutt" breed of cyclist is addicted. In Leipsic, the perils invoked by the habit of trailing street cars are so well appreciated that it is forbidden by law. Some such prescription applying as well to the dust clouds behind automobiles might prove advantageous if tried in this country.

### In Preparation



Price. 25 Cents

### The Bicycling World Company

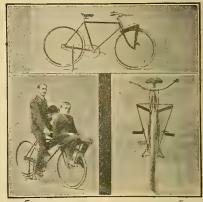
154 Nassau Street, New York

#### Police Chiefs Commend the Motorcycle.

Kansas City was very cautious in deciding whether it should buy motorcycles for police use. Before taking the step opinions were sought from the officials of other cities where the machines have been in use as to their value in service. This inwestigation elicited testimonials which are remarkable for being as strong and convincing as any the motorcycle ever has

The chief of police of St. Louis wrote that motorcycles have been in use in that city for six months and have proved invaluable in reducing speed violation. "We would feel greatly handicapped without them," he added. Police Commissioner Bingham, of New York City, said in his reply to the Kansas inquiry that the use of motorcycles by the New York police department had produced such "gratifying results that the machines are indispensable." Fifteen officers, he said, are thus mounted and fifteen more motorcycles are soon to be added. Following the receipt of such glowing recommendations, Kansas City has informally decided to buy three machines.

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Volume LVI

New York, U. S. A., Saturday, January 4, 1908

No. 15

#### **AUSTRALIA LOWERS TARIFF BARS**

They Were Assailed from Within as Well as from Without—An Ad Valorem
Duty Now Imposed.

After a brief experience with a tariff on bicycles so prohibitive and unreasonable that it set all of the bicycle producing countries by the ears, Australia has let down the bars to a point where the export of American machines into her market is again possible. Instead of a minimum tax of £5 5s., or about \$26 on each bicycle, with a provision for a 30 per cent. duty when the value of the machine was sufficiently high to yield a great amount, the tariff has been brought down to a straight 30 per cent. of the value, with no exorbitant minimum duty, but with a preferential rate of 25 per cent. for the British product.

This action was brought about by a storm of protest both from within and without. The Australian firms engaged in the importation of American and English bicycles joined as vigorously in the effort for the reduction as did the manufacturers who saw their Australian market ruined. In England particularly the cycle makers united for active steps, and by board of trade meetings and elaborate petitions, aroused the Colonial Office to an effort for the abolishment of the measure. Through the pressure brought to bear by the Colonial Office from England and the local trade interests, the Australian parliament was brought to see the error of its barrier building and it modified the schedule to the more reasonable 30 per cent.

Fortunately the flight of the Australian commonwealth in altitudinous bicycle tariffs ended ignominiously before a similar experiment was attempted by New Zealand, where a legislative movement was on foot to impose a minimum duty of £3 or \$15, for bicycles. In view of the Australian fiasco

this movement has died "a-bornin'," so that for a time, at least, more settled and reasonable tariff regulations are assured in that part of the world.

#### Swenson Takes Over Gilbert's Stock.

The Columbia Bicycle Store, at 18 Snow street, Providence, R. I., of which C. E. Gilbert was the proprietor, has been purchased, lock, stock and barrel, by B. A. Swenson, who has merged it with his business at 185 Prairie avenue. The Columbia store was the relic of the Pope Mfg. Co.'s former branch in Providence, of which Gilbert was the repair foreman.

#### Hartford Changes Boston Location.

The Hartford Rubber Works Co. have removed their Boston business to larger premises in the Herald building, 817 Boylston street, which will be their only branch in Boston. They had been situated for six years in Atlantic avenue, and their reason for moving is to become more centrally located in the automobile district.

#### Philadelphia Plans a Sportsman's Show.

One of the "sportsmen's shows," which are springing up like mushrooms in all parts of the country, is being organized in Philadelphia. It will be held in the First Regiment Armory during the week March 9-14 next. Like all of the others, it is seeking to attract bicycle and motorcycle exhibits.

#### Byrte Sets up Business for Himself.

M. A. Bryte, who some three months since retired from the Bryte, Coates & Campbell Co., San Francisco, has set up in business in his own name at 832 Market street in that city. He will pursue his old calling, that of manufacturers' agent.

#### China Wants Bicycles and Accessories.

Tientsin, in North China, is in need of bicycles. The Tientsin Cycle Co., of that city, is advertising for catalogs and for quotations, not only on complete machines, but on parts and accessories, also.

#### **BIG DEMAND FOR COASTER BRAKES**

Another Strong Indication of the Health Pervading the Industry—New Departure Lengthens Its Working Day.

The remarkable prosperity of the bicycle industry in face of the depression prevailing in other lines of trade is not confined to the bicycle manufacturers. C. F. Olin, of the sales department of the New Departure Mfg. Co., who was in New York on Tuesday last, stated that his company is feeling the full effects of the splendid health of the business, the strength of which as reported by the three New Departure travelers who are on the road, amply confirming the several interviews that have appeared in the Bicycling World during the last few weeks.

This week the working day of the New Departure factory in Bristol, Conn., was lengthened to 13 hours, the increased industry affecting some 600 men, all of whom are engaged with coaster brakes, which is the best evidence of health. The New Departure people expect 1908 to prove their banner year and have laid their plans accordingly. Because of foreign patents which they control, their export business always has been of large proportions and gives no sign of diminishing. Great Britain is their best market, with France next in order, but Mr. Olin remarked that a fine business is done in Denmark, and that Sweden is "coming on" apace. The son of one of the largest cycle dealers and assemblers in that country is now serving in the New Departure factory at Bristol solely that he may obtain practical knowledge that will be of benefit to his father's business when he returns to Sweden.

The foreign demand, Olin said, now is overwhelmingly for coaster brakes in contradistinction to free wheel hubs, to which the foreigners, Englishmen in particular, so long inclined. Even the Britons have become converted and now "take a brake in theirs," in a proportion of about 10 to 1. They still term the coaster brake a "coaster hub," but it is the exception and not the rule when that designation implies merely the free wheel device. The New Departure company manufactures a two-speed coaster brake, but Mr. Olin says they make no effort to push it and merely have it on hand to meet any demand that arises. He states that their information from abroad is to the effect that both the two-speed and three-speed devices that seemed to be attaining popularity have lost rather than gained ground.

#### To Make a Show of Wrenches.

Appreciating the necessity of not only making good goods but of displaying them to advantage as well, the Frank Mossberg Co., of Attleboro, Mass., is putting out a handsome and ingenious display stand for their Sterling wrenches. It has a large round base and a vertical standard bearing numerous four-arm brackets. From the company's line of wrenches, which includes 32 different types and sizes, it is possible for a dealer to select as many as 20 if he chooses and mount them on the stand by gripping the jaws of a wrench on each side of the projecting brackets. Three assortments are suggested by the company for various lines of trade, but the stands may also be obtained separately if desired, at \$2 each.

#### Traveling Men Bring Good Reports.

"A. L. Jordan and E. N. Sanders, of Jordan & Sanders, are in town again," writes a St. Louis correspondent. "Jordan has been traveling New York, Pennsylvania, Michigan, etc., for the Emblem Mfg. Co., and E. N. Sanders has been out West as far as Denver and Salt Lake City for the Pope Mfg. Co. Both report trade conditions in the bicycle line in excellent shape, and the demand for the most part for high grades. Sanders says Denver has a brighter outlook than any time in the last five years. They say traveling men in other lines of merchandise are sitting around bemoaning the evil times, while the bicycle traveling men are experiencing no difficulty in doing a fine business."

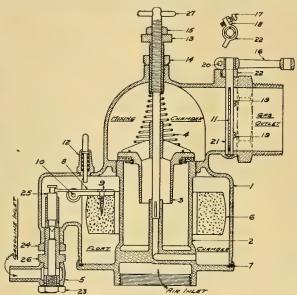
#### British Exports Continue to Expand.

Figures for the British export trade for the month of November show continued expansion. The number of complete machines was 8,136, valued at £40,625, while parts shipped amounted to £66,732, making a total of £107,357, as against £101,881 in November, 1906. For the eleven months ending with November, 1907, the total British cycle exports was £1,203,068 as against £1,053,704 for the corresponding months of 1906, an increase of £149,364. The 1907 figures, in addition to the parts exported, included 96,763 complete machines, valued at £481,853, giving an average price slightly under £5 apiece.

#### **BIG CLAIMS FOR CARBURETTER**

And Claims are Backed by Unusual Evidence of Maker's Faith—Leading
Features of the Device.

If the Speed carburetter, which the Speed Changing Pulley Co., Indianapolis, Ind., now is seeking to popularize for motorcycle use, does not receive more than usual attention, it will not be for lack of an uncommon and unequivocal proposal made by the makers. "Positively guaranteed to give better results in every particular than any other carburetter, or purchase



1, Combination Float and Mixing Chamber; 2, Nozzle Body; 3, Compensating Valve; 4, Compensating Valve Spring; 5, Gasoline Inlet Connection; 6, Cork Float; 7, Gasket Between Nos. 1 and 2; 8, Float Hinge; 9, Hinge Screws; 10, Float Fulcrum Screw; 11, Throttle Disc; 12, Priming Stem and Case Complete; 13, Air Adjusting Screw Lock Nut; 15, Gasoline Adjusting Tube Lock Nut; 16, Throttle Lever; 17, Throttle Lever Stop Screw; 18, Throttle Lever Stop Screw; 18, Throttle Lever Stop Screw; 19, Throttle Disc Screws; 20, Throttle Lever Clamp Screw; 21, Throttle Stem; 22, Throttle Quadrant; 23, Valve Gage Cap; 24, Valve Gage Lock Nut; 25, Valve Stem; 26, Valve Gage; 27, Gasoline Adjusting Tube.

price refunded," is the sweeping manner in which it is presented to motorcyclists.

In general arrangement the Speed follows popular design in that the float is circular in shape and surrounds the suction or draught tube in which the stand pipe and jet are located. Furthermore, the arrangement of the automatic compensating valve is such that coincident with the admission of the additional amount of air required for high speed running the suction around the jet is diminished thereby relieving the tendency to flooding which otherwise would exist. Conversely, as the automatic valve closes at low speeds, its movement serves at once to reduce the amount of air inducted by the motor and increase the velocity of flow past the jet, thereby raising more

fuel and preventing starvation of the mix-

The way in which this is brought about as well as the construction in other respects will be seen from the accompanying illustration. The gasolene inlet to the float chamber is controlled by the weighted valve, 25, and the "level" of the fuel in the chamber may be regulated by adjusting the tube in which the valve seats—up or down, as occasion may require—the operation being performed by the aid of a wrench without removing any part of the mechanism. The flow through the jet is regulated by means of the T-head, 27, on the stem of which the automatic valve, 3, slides under the influence of its spring, 4. The spring tension

is regulated by mean of the knurled head, 13, the adjustment being locked by means of the nut, 14. Whenever the valve is raised from its seat, air is permitted to pass beneath it, and at the same time the tube which forms its lower extremity is raised somewhat above the top of the jet, thus reducing the velocity of the air passing immediately by the jet by increasing the area through which it flows. Similarly, when the valve returns to its seat, the tube drops down over the jet, forcing all the air to pass by the jet in a swiftly moving stream. throttle valve, 11, is operated through the lever, 16, which may be adjusted to any desired position with regard to the arrangement of the machine.

The shell of the carburetter is machined on both sides ensuring the minimum of frictional resistance to flow of the gas as well as giving it a desirable external appearance and all the moving parts are well and strongly made.

The makers of the Speed carburetter claim that their device is the only one that gets its air supply through one inlet, thereby insuring, they assert, a perfect mixture at all times.

#### Where Christmas Trade was Good.

"The Christmas trade locally was never better; we sold twenty-seven wheels up to December 15, and nearly as many more since that time," writes Howard A. French, the Baltimore dealer. "The buying was not confined to cheap wheels, as we have effected some very good high grade sales, only one of which was sold on weekly payments. "Times may be hard, but when it comes to fond parents and a boy or a girl who wants a bicycle, there don't seem to be any doubt of the ability to dig up the amount necessary. We also had a big line of electrical motors, lights and attachment toys the trade in which was simply wonderful. If there are any croaking dealers throughout the country, who do not know what to add to make all seasons look good, they will change their opinion if they will pay us a visit."

#### MAKING BUSINESS FOR WINTER

Swenson Does It by Reminding His Customers of Attentions the Bicycles Requires During Its Idle Season.

Instead of regarding the winter months as a period for hibernating and doing nothing, B. A. Swenson, of Providence, R. I., is one of those dealers who believes in creating business for himself. Among his other winter schemes he is sendiing to a selected list of names a process or imitation type written letter on his own letterhead, reading as follows:

"Now is the time to have your bicycle looked after. Nothing ruins it more quickly, or is more expensive, than leaving a bicycle in a damp place over winter.

"I will call for your bicycle, take it all apart and clean and store it until April 1st for one dollar. Or I will enamel frame and fork, nickel all parts now nickeled, put in all new spokes, clean all bearings, and store for nine dollars. Chainless bicycles 50 cents extra. Or I will sell you a new bicycle allowing you a fair price for your old one.

"I have ample store room for 300 bicycles, in a steam-heated building, and I keep in stock parts for most makes of bicycles. I have the most complete exclusive bicycle shops in New England, and will and can give you satisfactory work at a fair price. If you want anything pertaining to bicycles, you may expect to find it in stock. Any small repairs attended to. Tires put on baby carriages, keys fitted, etc.

"Agency for Pierce, National and Gendron bicycles. Maker of Swenson Special bicycles. Children's bicycles always in stock.

"Also agency for Indian and Merkel motorcycles. I am known as the 'motorcycle man' of this state."

Enclosed in each letter is a return post card addressed to himself and having on the back a blank form to be filled out with the name and address of the person wishing to take advantage of his offer. Needless to say, this campaign has a very beneficial effect in bringing to his establishment the machines whose owners want them made ready for spring or who are contemplating new mounts.

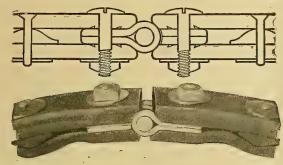
#### Miners as Buyers of Bicycles.

Commenting on the Bicycling World's recent suggestion about dealers going out after business among the farmers, instead of waiting for business to come without effort, a progressive Indiana dealer, in a big little city which is supporting ten bicycle dealers, when there is a living profit for only about half that number, says that the farmer is not the only class worth cultivating. Due to stress of competition in his home town he has met with great success in selling bicycles to miners, by having a

salesman go into their districts and demonstrate his machines. While the miners have money, they would never think of going to town and buying a bicycle, he says, but when they see a glistening mount right before them that they can have on the spot, the desire for possession makes them customers at once.

#### Persons's Fastener for V Belts.

Realizing the importance of well equipped manufacturers assisting the growth of the motorcycle business by contributing high-grade specialties in their particular lines, the Persons Manufacturing Co., Worcester, Mass., have perfected a special belt fast-ener for "V" belts of two or more ply. As shown by the accompanying cut this fast-ener is applied to a belt of the Curtiss or Armac or Royal type or it may be used in



a solid "V" belt through cutting a slot in the middle of the belt for the butts of the hinge.

As constructed the fastener allows the ends of the belts to be brought snug up against the axis of the hinge, keeping the contact surface of the belt to the highest possible degree of efficiency. The pin or axle of the hinge is not a straight rivet, as might be judged from the cut, but has an increased diameter in the middle, thus evenly distributing the wear of the butts and at the same time, without riveting the ends, making it impossible for the axle to work out or come in contact with the pulley. The bolts are not upset-head screws, but are machined from a special bar steel 5% inch in diameter.

The fasteners are provided with large, heavily copper plated steel washers to bring the full surface of the belt in contact with the pointed offsets on the faces of the hinges, thus evenly distributing the strain on the leather. In fact, this fastener has been worked out by the Worcester concern with that care and thoroughness for which they are famed. Its price is low, the Persons people themselves mailing a sample to any rider for 22 cents, while the trade discount is in keeping.

#### The Just-as-Good Argument.

When a dealer offers you a substitute for the advertised brand you asked for, offer him in payment for it a substitute of United States currency and assure him that it is just as good. If he won't accept your substitute, why should you accept his—Country Life in America.

#### MAIL ORDER METHODS QUESTIONED

Resulting Indictment of a Big Concern by a Federal Grand Jury — Definite Charges of Deception.

In the West where both the business and the opposition to mail-order houses is much greater than in the East, they finally have made a move that is fraught with much significance and which if it does nothing else may result in the toning down of the effervescent description and printed argument, promises and guarantees employed by such concerns and the exploding of the "immense factories" which some of them claim to own and which exist chiefly in their imagination and satalogues.

The move in question was made in Des Moines, Iowa, where a federal grand jury has indicted Sears, Roebuck & Co., the big Chicago mail order house, on three counts, each charging misuse of the mails and obtaining money under false pretenses. The firm under indictment considers the situation so serious that it is massing its defenses in a supreme endeavor to clear itself when the cases come to trial.

The first count alleges fraud in advertising and selling paint, stating that the majority of the statements and claims made in their published guarantee were grossly violated. The guarantee supposed to cover the paint and protect the purchaser is as follows:

"We guarantee our paint to be the highest grade mixed paint made, regardless of price. Guarantee it to wear under all climate conditions for at least ten years. We guarantee that at the end of seven years it will look better than any other paint at the end of two years. We guarantee it will adhere to wood, tin, iron, galvanized iron, stone, tile, cement or plaster; in short, we guarantee it superior to any other paint made, regardless of price; guarantee it to cover double the surface and last twice as long as any other paint made."

Prof. Ladd, of the North Dakota Agricultural College, after analyzing the wonderful mixture sold under the guarantee claims that 49.94 per cent. of the pigment was whiting and barytes, while 24 per cent. of the fluid was plain water.

The complaint states that Sears, Roebuck & Co. did not make the paint in their own factory as claimed—that the paint was not of the highest grade, and not equal to any other ready-mixed paint on the market regardless of price, that it did not contain white lead, etc. This complaint is filed by Dr. C. F. Spring. The second and third count is the result of a complaint filed by R. H. Miles, a mail carrier, who claims to have bought two rings of the catalog house which were not as represented and inferior in quality.



### **America's Best**

# R-S Motorcycles



BUILT AND TESTED IN THE MOUNTAINS.

### The Irresistible R-S Line for 1908 is Complete

Single Cylinders, Twin Cylinders, Motor Bicycles, Tricycles, Ladies' Tricycles, Men's Tricycles, Delivery Tricycles.

Prices from \$175 to \$325

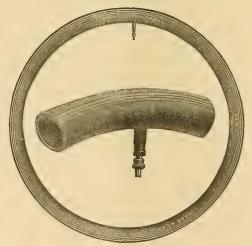
#### R-S MECHANICAL INTAKE VALVE MOTORS

are used in "R-S" Motorcycles. The first and only real mechanical intake valve motor made in the United States. Greater efficiency and satisfaction.

Write us for Catalogue and Full Description

### Reading Standard Company, Reading, Pa.

### The Dealer or the Rider



who has not made the acquaintance of

# Ajax Tires

has "something coming to him." If he is wise he will seek an introduction. For nowhere will he find a better friend than the Ajax.

Ajax-Grieb Rubber Company, 57th Street and New York City

Factories: TRENTON, N. J.



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#### THE BICYCLING WORLD COMPANY

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ATChange of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

17 Members of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JANUARY 4, 1908.

#### Our Thirtieth Anniversary.

With the close of the year 1907, the Bicycling World rounded out its thirtieth year, which, in the life of class publications, is mature age. There is nothing in the trade or the sport that antedates it. All else came after it. The trade and the sport grew up around it. But that "age has not withered nor customed staled," the Bicycling World is best evidenced by its appearance and by the service which it performs each week. And it may be added that there was never a time in its long span of existence when the appreciative interest and almost personal regard of so many of its readers and patrons made the publication of the "good old paper" and the desire to serve them faithfully and well so keen or so thoroughly satisfying and so well worth while.

#### Steel Rims and the Jobber.

It is becoming quite evident that the steel rim for bicycles—its use on motorcycles already is practically universal—is to receive an even greater measure of favor during the new year than seemed probable but a few months since when the indications of a renewal of at least some of its popularity became reasonably plain. Not only are more bicycle manufacturers making use of steel rims but nearly all of the others are prepared or preparing to meet the call for them, while three steel rim manufacturers are now producing them and two others are making ready to do so.

The dictatorial and intolerable "take it or leave it" policy which has been laid down by the wood rim pool has had something to do with the situation, but the shrinking timber supply and the consequent varying and uncertain character of the rims that have been supplied have had more to do with it. The call from abroad and use of steel rims on motorcycles also have exerted some minor influence, for always there have been those who, given their choice, would have selected steel rims for their bicycles, whether or no; the fact that they now can be purchased for about the same price as the wood fellies and are as easily procurable, rolls away the last of the obstacles that served to hinder their repopularization.

Uuless he is wise betimes, the situation is one that may serve to somewhat embarrass the jobber when the season of cycling activity returns. For unless he catalogs steel rims or lets it be known that he is prepared promptly to supply them, there are those of his customers who may be compelled to go elsewhere for their needs, which never is a desirable procedure. The steel rim has again become a factor in the business and he is a wise jobber who recognizes the fact and acts accordingly.

#### Vindication of a Doubtful Sort.

Vindication is a proud and self-satisfying relief. Let it be known, therefore, that Great Britain has been "vindicated." For very many years that part of the kingdom represented by The Cyclist declared and redeclared that American bicycles were, in effect, rotten. The "discovery" was made when the demand for the American product was enormous and when its competition was so keen that the Britons and the Germans became affrighted and set up a cry of "wolf" as the surest means of thoroughly scaring their respective publics.

The "American peril" appeared very great and some most despicable means were resorted to to arrest it. There ensued what was very plainly a studied policy of

prejudicing and otherwise poisoning the minds of the foreign public against the American bicycles. It is fair to add that it met with a considerable measure of success. The Cyclist played its full part and at this late day finds "vindication" or verification in an interview spread broadcast by an American manufacturer of automobiles, who recently went abroad seeking foreign markets. Of course, he visited England and Germany and of course he found remaining some warm remnants of the carefully manufactured and carefuly nursed prejudice against American bicycles, many of those who formerly made or sold bicycles being now identified with automobiles. When he came home his press agent repeated what his employer had been told when abroad, the substance of which was that American bicycle makers had shipped "seconds" and otherwise doubtful bicycles abroad and thus injured the export trade generally.

It was in this "interview" that The Cyclist found its "vindication." It says it proves that the American assertion that the "English lost no opportunity for running down American bicycles" "was not altogether a fact." Unfortunately for The Cyclist's "vindication," however, the American manufacturer in question, although an estimable gentleman, was engaged in the coal business when the American bicycle was so thoroughly affrightening the trade and press across the pond. He never built or sold a bicycle and had no special knowledge of, or interest in, or anything whatsoever to do with bicycle manufacture or the bicycle business, and intimate knowledge of coal scarcely qualifies any man to pass as an expert on bicycles.

For The Cyclist's sake this is most regrettable. It must needs try again and grope elsewhere to find verification for its calumnies heaped on the American product. But when it remarks that the charge of studiously "running down American bicycles is not altogether a fact" it finally confesses that the charge was well grounded. If not altogether a fact it was at least nine-tenths true.

The real truth of the matter always was plain to any one who cared to see. America, like every other country, produced some good bicycles and some poor ones, and greedy foreigners did not hesitate to purchase the latter as the shortest cut to wealth. They bought with their eyes wide open, price, not quality, being the deciding factor. There never was a time when high

grade, trustworthy bicycles, and lots of them, were not procurable in America, and the best proof of it is the manner in which they stood up and stand up on the roads of this country compared with which all England and Continental highways are as billiard tables. Any fair minded foreigner would have recognized and admitted the truth, but small minded and indiscriminate villification of the entire American product better served the ends which were sought to be attained.

When British bicycles dominated the American market we received our full share of the rotten ones. There were periods when certain of them went to pieces almost as fast as they made their appearance on the roads, but we did not cry "wolf," or judge the whole English industry, or resort to boycott or villification because of the failure of these specimens. The British bicycle disappeared when the American product proved its equality or supremacy and though our friends across the water love to fooi themselves with the fancy that it was the unnecessary 45 per cent. duty that was responsible for their loss of American trade, the fact that they had been able to do business here for many years while that tariff prevailed, is the best evidence that the duty had nothing to do with it. Retail prices were still high when the last English bicycle was sold on these shores.

Mr. McCormick's communication, pub lished in another column, should prove an inspiration to all dealers who are not so "dead" as to be past inspiration. Coming from a man who practices what he preaches his urgings are the more worth heed. He has not been timid in the use of printer's ink or in "getting out" after business and his success is the remark of all who visit his locality in Georgia. He has proved that it actually is possible to revive or rebuild the business. What he suggests that bicycle manufacturers might do to help agents is precisely one of the things their publicity bureau was designed to do. It is a mystery why it has not been done. The columns of the Bicycling World are open to all; the presentment and exchange of ideas and opinions always are welcome, and if the establishment of a "push page" will help things, the page is open and simply awaits names. But we fear that unless the man is possessed of enthusiasm and the will and intelligence to do things, the mere enrollment of his name will not spur him to action.

#### CORRESPONDENCE

#### McCormick's Gospel of Push.

Editor of the Bicycling World:

The old year has gone and the new one is here and I think that the dealers all over the country should let the editor of our good old bicycle paper know what they have done for the good of the bicycle and motorcycle industry in the past year, and what they hope to do another year. Surely no man who has done his duty in the last twelve months has failed to get his recompense.

Speaking for myself, I can say that I commenced early last winter when things were frozen up. I began at the bottom and worked things up, getting all my odds and ends straight. I talked through my local newspaper to the public and told them I was preparing for the bicycle rush which was sure to come. I got in my stock of sundries and a nice lot of machines and thereby impressed the public that I was really looking for business. The result of my work, study, perseverance and everlasting "stick-to-it-iveness" was that I found things were coming my way. My trade was on the boom and continued so all through the year. By talking bicycles as Christmas presents I sold a great many, and I am more than pleased.

Now for 1908 I wish every dealer in the Union would put on his thinking cap and begin to plan and advertise for a big bicycle trade for the coming season. I am going to make this year the best ever known in the county in which I do business. I am now preparing a mailing list of some two or three thousand people all over the county and when I complete it I am going to send each person a nice assortment of advertising matter from time to time.

Regarding this advertising scheme of mine, I want every manufacturer and jobber that can, to send me anything in the way of advertising matter that will help sell his goods or that will benefit the bicycle or motorcycle industry in any way. Rest assured I will dispose of it to our mutual advantage.

In addition to my regular advertising I am going to give a great many free rides and runs, as heretofore, and, as in the past, there will be numerous prizes, for the prettiest decorated bicycle, for the youngest rider in the run, for the oldest rider, etc., etc. I expect also to get a track built and promote racing and like features that will create a demand for bicycles.

Some of the bicycle manufacturers noticed the articles the Bicycling World printed in the summer regarding what I was doing to help the bicycle cause, and a number of them wrote me that in the future when I conducted bicycle rides and gave premiums I should let them know and they would be glad to donate something to be

given away as prizes. This gave me more encouragement for the coming year, and I am sure if the manufacturers and the jobbers would express themselves through the columns of the Bicycling World that they would co-operate with the dealers in advertising schemes and would donate such prizes as they could, that it would have a good effect. Let them also offer suggestions and give their ideas of how the dealer may advertise in the most beneficial way, thus lending their help to the dealer who wants to help himself.

There is a great future for the bicycle, and there is money in the business. It is up to the manufacturer, the jobber and the dealer alike to make 1908 the biggest and best year for us all. Are we willing? Will each one do his part? I will answer for myself, yes! I am ready with the goods, with my time, my thought and what cash I may have on hand. I know of no better way to get a load up hill than for every man to put his shoulder to the wheel and holler "Ready! Push"—and the load goes.

I suggest that the Bicycling World give us a "Push Page," and let everybody that wants to see the industry swell and grow as it never has before, send in his name as a pledge that he will join the "push" and do his part. The names could be registered on the "Push Page" so that we can see how large our army of pushers will grow and how fast volunteers will fall into do his part.

I am sure that when the readers of the Bicycling World see the list of volunteers growing, it will give them new hope and fill them with energy. They will see the coming victory and join our ranks. It takes the combined effort of all to accomplish what we want, and I think this is the best way for us to unite in our efforts. Let every man that knows of a good idea or can offer a suggestion, speak out through the columns of the Bicycling World. It will be sure to help some one.

Another idea that occurs to me is that in a commercial sense there are thousands of "dead" bicycle dealers all over the country and that these men would wake up, take new life and join the "Push Club" if they only read the Bicycling World. My plan is that every reader of the Bicycling World should send in the name of every dealer or repairer of bicycles and motorcycles in his vicinity who does not take the Bicycling World, so that they may be persuaded to subscribe. If everybody in the business reads the Bicycling World they will know what we are working for and how many are at work.

This would be a great move in the right direction. It is a case of "United we stand; divided we fall." I am willing that my name be put down now as a willing worker and will be glad to see how fast the list will grow and how many good suggestions can be offered. If every dealer joins in and does his part we shall all have more money in our purses twelve months hence.

B. P. McCORMICK, Monroe, Ga.

#### ROAD RACING IN THE DARK

Kessler Makes New Year's Bicycle Trophies His Permanent Property-Police Escort for Motorcycle Contenders.

The Associated Cycling Clubs' annual bicycle "run" to Yonkers and Tarrytown, N. Y., attained its majority the instant the New Year was ushered in. When the starter's pistol sent twenty-two riders on their way toward Yonkers and Tarrytown, the time-honored and historic New Year's event was just 21 years old. In view of its coming of age it was fitting that it should be marked by the largest number of starters in its history. Although 22 started there really were twenty-one riders in the race, because three seconds after the start J. J. Graney, one of the Dobbs Ferry entrants, accidentally ran into the curb and smashed the front wheel of his bicycle, which put him out of the contest. Martin Kessler, of the Monroe Wheelmen, gained permant possession of the trophies offered, by finishing first both at Yonkers and at Tarrytown.

So far as the weather was concerned the riders could not have had a better night. There was scarcely any wind and just enough crispiness in the air to keep men from perspiring. The riders had an enjoyable time with nothing but punctures and a few bad roads to mar the trip. Although to throw dust in the eyes of the police and public the promoters always have styled the race a "run," this year's event was sanctioned by the National Cycling Association, so that its real nature was definitely fixed. As usual the majority of the riders were unknown messenger boys and a quintet from Dobbs Ferry, the only prominent amateurs taking part being Nerent, Kessler, Forsythe, Young and Rein. Some consternation was caused in the headquarters at 10 West Sixtieth street fifteen minutes before the start, by the appearance of five policemen in motorcycle costume. They were headed by Sergeant Casey, the terror of motorcycle and automobile scorchers. Casey called the former alderman, who by virtue of representing a club which died five or six years ago, and which has paid no dues during that period, is president of the remains of the A. C. C., and whose cycling enthusiasm revives each year long enough to permit him to fire the starting pistol for this race, to one side and indulged in earnest converse. Whatever Casey said excited the ex-alderman greatly.

There was only one other incident worth recording. Two minutes before twelve, after the riders had been lined up across the street in two rows, a fire engine and truck came dishing up Broadway. There was not time for the riders to dismount properly-they just had to fall off their bicycles and jump to one side.

Although the word had gone around that the motorcycle cops would not bother the

bicyclists, one of them spoiled what might have been an exciting finish at both Yonkers and Tarrytown, as Nerent was expected to give Kessler and Forsythe a hard race of the honors. After the riders had turned into Eighth avenue a motorcycle cop rode up and asked "What in h-" they were doing "speeding like that on the city streets?" Argument proved of no avail. The cop was obstinate and threatened to "pinch" every one if they didn't stop. Charles Nerent, with Tom Young and another rider dodged off into a side street and turned up Broadway. Nerent thought he could give the cop the slip while he was arguing with Kessler, and get away from the bunch. The officer started in pursuit of Nerent and the other two and in the meantime Kessler and the big bunch got away. The officer could not find Nerent and his companions, but Forsythe and Kessler gained such a big lead that Nerent did not see anything more of them until he reached Tarrytown.

Kessler and Forsythe soon shook all their followers and by taking turns at pacing each other reached Yonkers first, Kessler leading. The two riders who had followed Nerent when he dodged off into a side street before leaving New York City, were unable to keep up the pace, so he continued alone. He was some minutes behind Kessler and Forsythe at Yonkers, and although he lost his way several times, Nerent made a remarkable unpaced ride and finished close behind Kessler at Tarrytown. Forsythe was third and Young fourth.

The Associated Cycling Clubs' race to Yonkers, 131/2 miles, and to Tarrytown, 231/2, is an annual New Year's fixture. The first one was held in 1888, and in years past it was an "honor" ride, the winners receiving only magnums of champagne. This custom still is retained, the first rider at both Yonkers and Tarrytown receiving wine. Besides winning the cups and wine, Kessler, probably will receive a bicycle for his victory. In addition to these, eleven prizes in the bicycle division and six in the motorcycle class, were offered so that every one who finished will get something.

The cyclists who started from New York City were as follows: P. C. Heidrick, F. W. Coffee, F. G. Carolan, J. J. Graney and T. J. Deagon, Dobbs Ferry; M. P. Gregory, Morris Kohn, Jack Golden, J. S. Roth, Thomas Young, Joe Smith, William Marks, Martin Kessler, A. Owen, John J. Forsythe, J. Myers, Charles Nerent, George Keller, Max Hoffman and Abe Matthews, New York City; Arthur Harris and S. Rein of Brooklyn.

Although during its course of 21 years the midnight bicycle race has been singularly free from accident, the class for motorcycles, which was inaugurated a few years ago, has been as replete with neartragedies and it requires no gift of prophecy to foresee that if it is persisted in, either a rider or a pedestrian will sooner or later meet death. Due to warnings of suspension issued by Chairman Douglas of the F. A. M. competition committee, and to the protest of President Betts, the danger of accident in New York City at least was minimized. Sergeant Casey and his squad of police received instructions that did not brook of misunderstanding, and they enforced them.

Only six riders started, all of them having been recruited by a local dealer who has followed a New York practice of organizing his customers into a club merely by adopting a name for it. All were unknown men. Only one ever had competed in the race before, and as showing how slowly some men imbibe wisdom, he is the rider who last year ran into and knocked down a child and was haled to jail as a result. The six riders were paced by Albert Kreuder, who had won the honors in previous years. He was impressed much against his will as he declared he had taken chances enough and did not mean to get into any more trouble. When the word was given at 12.30, he rode at the head with a watch in his hand. Behind the competitors rode the police squad-one policeman for each competitor, watching much as a cat would watch a mouse. Each copper also kept one eye on W. A. Wray, Jr., and A. G. Chapple, who on big two-cylinder machines accompanied the party. They were to have competed, but finally decided not to risk arrest or suspension. Wray has given the police lots of trouble and only recently broke away after being placed under arrest, being recaptured after a long and dizzy chase. As a result, the police are not in any mood to trifle with him.

The race, however, was merely a policeescorted run up to the outskirts of the city, where the riders, not excepting Wray and Chapple, "cut loose." One of the bicycle competitors is authority for the statement that he never witnessed a more terrifying spectacle than when Wray, muffler open and going 50 miles an hour, shot past him in the dark near Tarrytown.

The summary:

Bicyclists.

Arrived in Yonkers—1, Martin Kessler, 40:00; 2, John Forsythe, 40:00½; 3, Chas. Nerent, 45:00; 4, A. Owen, 45:15; 5, Jack Golden, 51:00; 6, Joe Smith, 54:00; 7, J. S. Roth, 55:00; 8, M. P. Gregory, 56:00; 9, T. W. Coffee, 57:00; 10, P. C. Heidrick, 1:04:00; 11, F. G. Carolan, 1:05:00; 12, T. J. Deagon, 1:32:00; 13, S. Rein, 1:32:30; 14, Arthur Harris, 2:00:00. ris, 2:00:00.

Arrived at Tarrytown-1, Kessler, 1:21:00; 2, Nerent, 1:26:00; Forsythe, 1:27:00; 4, Owen, 1:37:30; Roth, 1:45:00; 6, Coffee, 1:48:00; 7, Heidrick, 1:49:00; 8, Golden, 1:58:00; 9, Smith, 1:59:00; 10, Gregory, 1:59:30; Carolan, 2:20:00.

T. Young arrived fourth at Tarrytown; time, 1:29, but was disqualified because of failing to check at Yonkers.

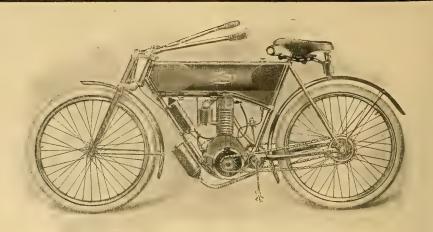
Motorcyclists.

Arrived at Yonkers—1, J. A. McKeever, 46:00; 2, J. Chicachee, 47:00; 3, Jos. Schauli, 47:30; 4, C. P. Rodgers, 47:45; 5, G. H. Futsch, 49:00.

Arrived at Tarrytown—1, Jos. Schauli, 1:12; 2, J. Chicachee, 1:13:30; 3, C. P. Rodgers, 1:15; 4, J. A. McKeever, 1:17; 5, G. H. Futsch, 1:40.

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# "A Chain is as strong as its weakest Link"

is an old saying, tried and true. As a corrollary thereto we may say

# "A Motorcycle is as efficient as its component parts"

The Complete Thor Motorcycle, being made of all Ther parts, represents QUALITY— UNEXCELLED. Ther Motors and Parts are wellknown to motorcyclists and the trade. They have been given the test and proved their efficiency.

An agent, therefore, will not be experimenting in taking the Theor line of Complete Motorcycles. He is assured of having the BEST the market affords.

Correspondence solicited from Dealers

Aurora Automatic Machinery Company, Aurora, Ill.

#### SECOND SAUCER FOR SALT LAKE

Chapman to Build New Track Near the Mormon Capital—He Plans Year-Round Racing.

Salt Lake City is to have a new saucer bicycle track.

News to this effect was divulged this week by John M. Chapman, for two years manager of the Salt Palace saucer, who stopped in New York City a few hours, on his way back to Salt Lake City. Chapman had been to Worcester, Mass., to induce "Major" Taylor to sign up for the proposed new saucer, and while he did not actually secure his signature, Taylor expressed himself as satisfied with the terms offered by Chapman, telling him to mail a contract.

The new saucer track will be located at Salt Air, the famous resort 15 miles from Salt Lake City, and, according to Chapman, it will not run in opposition to the present track, but rather co-operate with the managers of the Salt Palace in securing the best talent possible at a minimum expense to each.

The Salt Air Beach Co., which controls the Great Salt Lake resort and owns several thousand dollars' worth of property there, is back of the new project. Splendid transportation brings from 3,000 to 5,000 people daily to Salt Air, and on excursion days the number frequently reaches 20,000, so Chapman thinks the new track will pay from the start.

A new building covered on all sides by glass windows, which can be opened when the wind is not blowing too strongly, will be built, and the eight-lap saucer contained in this. It will be constructed of Oregon fir, the strips being one by two inches laid edgewise, which will make it very fast. In construction it will be very similar to the present saucer in Salt Lake City, being 18 feet wide and banked to 45 degrees on the turns.

The seating capacity of the building will be 4,500 and Manager Chapman—he has been engaged to manage the track—will have an innovation in this respect. All the seats will be of the opera type, cushioned. Another feature of the new track will be the arena. This will be sunk two feet below the lowest point of the track so that spectators in the reserved seats can see across the arena no matter how dense the crowd is. The arena will accommodate about 2,000 persons. A runway, six feet wide, will be between the track and the arena rail, giving the riders ample room in case of falls.

As the pavilion will be entirely enclosed and steam heat installed, Chapman expects to hold races all winter. He feels sure that he can secure the pick of American riders and expects to engage a European crack should Taylor decide not to ride. As soon

as it was definitely decided to build the track Chapman hurried east to see Taylor and also to be assured that a franchise would be granted by the National Cycling Association which assurance he stated he has received from Chairman Kelsey.

It is expected the new saucer will open about the first of June and that meets will be held on either Sunday or Monday and Thursday nights. As Salt Air is under the county's, and not the city's jurisdiction, it is not thought there will be any trouble in securing a permit for Sunday night meets. Should this not be feasible, Monday and Thursday will be the racing flights, and with the Salt Palace saucer meets on Tuesday and Friday, and racing at Ogden between time, riders in Utah should not go hungry this coming season.

#### Flat Floor Racing at Atlantic City.

Atlantic City, that is, about 700 of its people, saw the first flat floor races ever held there, on Saturday night last, 28th ult. Young's Million Dollar Pier afforded an excellent venue and the large crowd of spectators—large for Atlantic City in the winter time—waxed enthusiastic over the spirited racing that resulted. The meet was arranged by the Atlantic City Wheelmen

Richard Hemple, considered one of New Jersey's fastest "sand fleas," showed his mettle in the two mile handicap. Hemple started from scratch and beat Henry Phillips (30 yards) for the position. Frank Hemple, a younger brother, was third from 60 yards. None of the officials could produce a stop watch so the times could not be taken.

Frank Hemple overhauled the last of his opponents at 1 mile 8 laps in the unlimited pursuit and Albert Deardon, winner of the last Decoration Day race, captured the miss and out race.

The big event of the evening was the unlimited pursuit between teams representing Philadelphia and Atlantic City. Richard and Frank Hemple were up for the seaside resort and W. R. Stroud and D. Woodward represented the village that furnishes Atlantic City with the greater portion of its summer population. The race was fought every inch of the way and finally ended when Frank Hemple outsprinted his brother and tagged the Philadelphians.

#### Cyclists' New Year's Breakfast.

Contrary to its usual custom the Century Road Club Association did not hold its annual midnight race from Bedford Rest, Brooklyn, to Valley Stream, this New Year, but more than a score of members took a pleasure jaunt to Valley Stream to eat their first 1908 breakfast at West's Hotel. However, the fast men had a chance to show their heels from Jamaica to Valley Stream, as one of the members offered a large lemon meringue pie to the first rider to reach West's. J. B. Hawkins won the pie and Charles Schlosser helped him eat it.

#### **NEW YEAR'S RACE WON BY INCHES**

It Was the Prospect Wheelman's Second Annual and Lundberg Won—Trouble in Store for the Participants.

Doubtless many of the riders who competed did not know that the Prospect Wheelmen's second annual 25 miles New Year's race to City Island, N. Y., and return, had been banned by the National Cycling Association, but they are likely to discover that ignorance is no excuse for violation of the regulations. Others, however, that is, registered riders, imagined that Chairman Kelsey's punishment would be light—probably a suspension of one month for competing in an unsanctioned race.

The Prospect Wheelmen were placed in an embarrassing position and one entitled to a measure of sympathy. After announcing its race, and selecting a number of prizes, they thought to ask for a sanction from the National Cycling Association, and did so. A few minutes before the Prospect's application had been received, however, sanction had been granted the moribund Associated Cycling Clubs for its annual New York-Yonkers-Tarrytown event. To avoid a conflict sanction was withheld the Prospects.

Although it has a delegate on the advisory board of the N. C. A., the Prospect Wheelmen decided to hold the race without a permit from the governing body. They made a mistake, as they will probably discover at the annual meeting of the National Cycling Association.

The course for the race was from the Prospect Wheelmen's club house at 527 East 144th street, New York City, to City Island and return, over some of the fast cycle paths in Pelham Parkway. The promoters announce that forty riders started one minute past midnight, and seventeen finished within an hour and a half later. The finish between the first four riders was particularly close, a few inches between each, and the time, 1 hour 4 minutes 23 seconds, was by some minutes the fastest made in a 25 mile road race—if the course was 25 miles—in the East in some years. Here is the summary of the finish:

				Time.
Pos.	Rider.	Clul	),	H. M. S.
1 A.	Lundberg	Idle H	our	1:04:23
2 D	eWitt Hall	, Idle H	our	1:04:231/5
3 Er	nil Drewitz	z, Wmst	oridge	1:04:232/5
4 G€	eo. Holzhai	us. Pros	pect. W	1:04:234/5
5 Ch	ias, Martin	, Tiger	W	1:05:294/5
6 W	, Aue, Idle	Hour .		1:07:00
7 F.	Aue, Idle	Hour		1:08:00
8 L.	Bergen, P	rospect	W	1:09:001/5
9 D.	Dunn, Br	onx		1:09:002/5
10 Ch	ıas. Milkov	vait, Tig	er W	1:09:003/5
11 C.	Kuntz, P	rospect	W	1:10:00
12 D.	J. McInty	re, Roy	W	1:13:00
13 W	. Bottles,	Prospect	W	1:16:00
	. Bader, P			1:16:001/5
	Engeldru			1:20:00
16 J.	Stewart, I	Prospect	W	1:21:00
17 F.	Gunther,	Prospect	W	1:28:00

#### **UGLY SEQUEL TO DRESDEN TRAGEDY**

Charge of Murderous Intent Lodged
Again Ceurremans—Robl's Unaccountable Show of Vindictiveness.

Although the ways of the heathen Chinese are supposed to be strange they are as primer lessons and much easier of comprehension than is the action of Thaddeus Robl, the well known German pace follower. Because of Bobl's suddenly developed furious animosity, unfortunate Ceurremans, the pacemaker who killed Ernest Wolffe, a former pacemaker, in an accident at Dresden, on October 21st, will have to stand trial on a charge of manslaughter and attempted murder.

The case and developments since the accident are most unusual. As has been told in the Bicycling World at some length, Walthour, Verbist, Guignard, Robl, and Dickentmann were engaged in an hour race behind big motors. Everything went well until the 58th kilometre, when Robl's pacemaker rounded a turn rather high up, causing Ceurremans, who was pacing Verbist, to think there was room to cut through on the pole. Devilly, who was pacing Robl, did not see the danger and swung down, thus closing in on Ceurremans and Verbist. To keep from running into Robl, Ceurremans, it was explained, wrenched his motor off the track into the enclosure, and it struck Wolffe, who was standing along side the track, squarely between the legs, tearing him asunder. He died almost instantly.

The motor ran amuck and hit Devilly, whose leg was broken and injured Ceurre mans himself. Robl and Verbist both were injured slightly by falling. It was the unanimous opinion of all who witnessed the accident that it was unavoidable, and that Ceurremans risked his life to save Bobl's, as the latter probably would have been instantly killed or horribly mangled had not Ceurremans steered his motor off the track to avoid running into Robl. Poor Wolffe happened to be in the way and was killed, and none of his friends attached any blame whatever to Ceurremans.

After Ceurremans recovered from the accident and left the hospital he was arrested on a technical charge of manslaughter until the police could investigate the accident. He was released upon furnishing \$1,250 bail, and the affair would have closed long ago had not Robl suddenly developed an inexplicable hatred toward Ceurremans, which has brought down upon his head a torrent of criticism from the leading sporting papers of Europe.

Robl appealed to the courts to hold Ceurremans, claiming that the latter deliberately caused the fall with malicious intent. According to Robl there was a big combination out against him, and he, Robl, was designated to be the victim from the start of the race. Just why Ceurremans

risked his own life in "attempting to kill him" when he could much easier have run directly into him instead of running off the track, Robl has not taken the trouble to explain.

The unpleasant truth remains that Ceurremans was re-arrested on a further charge of attempted murder and his bail increased. The trial is expected to take place some time this month, and it is the opinion of the majority that the accused pacemaker will go free, as he has the sympathy of the public and many offers of aid have been extended to him. Robl is being roundly condemned for his action and if Ceurremans goes free, as is expected, Robl will be the most unpopular rider in Europe, and the chances of his engagement for future races will be rather slender.

#### Growth of the MacDonald Fund.

Subscriptions to the MacDonald Memorial Fund, which is being raised for the benefit of the widow and child of the late Urban MacDonald, who died from injuries received in the six day race, did not come in as rapidly as was expected this week. It is understood that several of the metropolitan clubs are taking up collections from their members, and when these are received the amount will increase considerably.

The Pierce Cycle Co., of Buffalo, this week notified F. A. Baker & Co., their New York representatives, that they would donate the two Pierce racing bicycles used by MacDonald in the race to the committee to dispose of as they see fit, and the proceeds applied to the fund. The Tiger Wheelmen are planning to promote a home trainer championship sometime during February and the bicycles will be raffled at that time unless better offers are made.

The fund has reached the following proportions:

•	
Previously acknowledged	\$408.00
Albert Kreuder	1.00
Charles Mock	5.00
Harry Brower	5.00
Antonio Bizzari	.50
George Cameron	
Charles F. Hansen	5.00
Daniel M. Adee	5.00
Total subscribed	\$431.50
Total Subscribed	φτο1.50

#### Six Days Race for Women Riders.

For the first time since 1895, when Frankie Nelson won a six-day bicycle race in Madison Square Garden, New York City, the ungraceful and disgusting spectacle is to be repeated, this time in Dayton, Ohio. From that city comes the announcement that a six day race for women is to take place the week beginning January 5th. The prizes will be cash-\$300 to the winner: \$150 for second, and \$50 for third. Beyond the announcement that "Hattie Fraviola, champion woman endurance bicycle rider of the world, will be one of the participants. allowing the others a two hours' handicap," no details are given. The show is advertised to start to-morrow, Sunday.

#### FOUR WORLD'S RECORDS LOWERED

Theile Accomplished the Feat in One Race at Paris—The Old Figures Were of Long Standing.

Fritz Theile, of Germany, is being hailed in Paris as the coming "champion du monde," and his record of late seems to justify the prediction that this young German will wear the laurels that have been held by Poulain, Friol, Taylor, Lawson, Ellegaard and others who have written their names in the championships in the bicyclists' Hall of Fame.

Practically unknown six months ago the young crack has developed into a wonder. Theile's most recent achievement was at Paris on December 15th, when, on a covered track, he broke four world's unpaced records, some of which have been on the books for a decade.

Thiele's feat was accomplished in a 5-kilometer match pursuit against Seigneur. That was the maximum distance, and the German had almost overhauled the French rider when the gun announced the finish.

It was not until several days later, however, that the official timers awoke to the fact that Theile had broken the world's records for 2, 3, 4, and 5 kilometers. The first kilometre (0.621 miles) was covered by Theile in 1:183/5, two seconds slower than the record made long ago by Jaap Eden. From two kilometres, however, Theile got well inside the records, as shown by the comparison of times as follows: 2 kilometres, Thiele, 2:28; Dufaux, 2:464/5. 3 kilometres, Theile, 4:003/5; Seigneur, 4:01. 4 kilometres, Theile, 5:20; Berthet, 5:342/5. 5 kilametres, Theile, 6:364/5; Bardet, 6:582/5.

At the same meet Theile and Doerslinger started from scratch in and won the 1,700 metre tandem race, against the best teams in Paris. Their time was 2:01. In the 10 kilometre (6.2 miles) lap race, which had 39 starters, Theile won in a close finish, in 13:41%.

#### Lakerims Install Home Trainers.

The Lakerim Athletic Club, of New York City, which has become considerably interested in bicycling, has purchased a set of home trainers and installed them in their club rooms. A bicycle team has been organized and the rollers were purchased so the riders can keep in condition when weather will not permit outdoor riding. Officers were elected last week, as follows: President, Joseph Cicato; first vice-president, Oswald McRae; second vice-president, Joseph Coleman; treasurer, Charles Brady; financial secretary, Roger Coleman; recording secretary, Percey Eiter; corresponding secretary, E. D. Sheffe; marshall, James Carmody; assistant marshall, Patrick O'Hara; trustees, Harold Scott, chairman, William Logue and William Lamphear.

#### **JACQUELIN FORESWEARS AMERICA**

Back in France He Says He Got the "Lemon" Here—Squirms at Order to Refund to Powers.

Edmond Jacquelin, the erratic Frenchman, who "blew up" early in the six day race and who prior to that was defeated by National Champion Kramer in two heats of their match race on Saturday night, December 7th, will not be allowed to ride again until he returns the sum of \$100 he squeezed from P. T. Powers, that Saturday night. As has been told in the Bicycling World, before Jacquelin refused to ride a second heat against Kramer until Powers paid him an additional hundred dollars more than his contract called for. Jacquelin claimed that a match race, such as his contract called for, meant only one heat. Powers gave up the money rather than mar the program, but he immediately filed a complain against Jacquelin, and the details were cabled to the Union Velocipedique in France, with the result that Jacquelin is suspended until he returns the \$100.

After Jacquelin got tired in the six day race he made a vow that America never should see his face again, and he went into retirement until the steamer sailed. According to good report Jacquelin wore a mask when he left, which he did not remove until the boat was well out on the sea. So far as is known America was not very much perturbed over Jacquelin's vow.

Although the steamer was one day overdue at Havre quite a number of Jacquelin's friends were at the dock to greet him, among them being Robert Coquelle, one of the editors of L'Auto. Coquelle's story of his interview with Jacquelin is interesting.

"One of the first passengers on the quay was Jacquelin. Dressed in furs and with his face completely shaved, the famous racer resembled, if I recollect, a gentleman farmer escaped from Texas. A number of friends were present to greet him, and the first thing that Jacquelin did upon seeing them was to give a wide grin of satisfaction.

"'Well, here I am. It is only recently that I have begun to make myself friendly with furs. Going over all went well. We were all together. But all the charm is lost when one has to come back on a long voyage all alone, you know.'

"Before occupying himself with his luggage, which the porters did not seem to be in a hurry to unload, Jacquelin wished to tell us of his adventures.

"But I cut him short by telling him that the National Cycling Association had made a decision within the last twenty-four hours while he was at sea.

"'And the verdict?' inquired Jacquelin, anxiously.

"'You are commanded to return the sum

of \$100 dollars to Pat Powers, or you will be disqualified indefinitely,' I replied.

"'Well, that is too severe . . . . "
"'Ah, they will never catch me signing

contracts with Americans again!'

"'At Paris,' continued Jacquelin, 'I was paid 1,000 francs by the Velodrome D'Hiver to race against Kramer in New York. At New York they wished that I should race twice for that sum.'

"'But you had signed a contract?'

"'Periectly, but the contract did not stipulate that the meeting should carry two hammers to one bell.

"'Ah, well, never again in America. Here is all that I have to say. It is a long time since I have had the "lemon" handed to me. It will change. I will never again enter the doors of Madison Square Garden. I have declared myself. Tell them that I shall watch closely all my future affairs. Pooh! Pooh!

"And we bade farewell to the voyager who is conscious of having well filled his engagements with the Americans (sic)."

#### De Mara no Longer an Amateur.

Walter DeMara, the young San Francisco rider, who broke several world's records at Salt Lake City last season, will not be allowed to mix with the "simon-pures" again; henceforth, if he rides. DeMara must cast his lot with the cash chasers. Several weeks since DeMara rode a match race against Emil Agraz, a professional, who has ridden in six day races. Although that placed him in the professional class, the San Francisco promoters allowed DeMara to compete in amateur races, including a 24-hour team race. Chairman Kelsey, of the N. C. A., has sent notice to San Francisco that DeMara is a professional and must not be allowed to compete with ama-

#### Iowa Racyclists Elect Their Leaders.

The Racycle Bicycle Club of Council Bluffs, Ia., has elected the following officers: Captain, W. L. McClenahan; secretary, Arthur Bauman; treasurer, Frank Winthrow; wheel inspector, Will Cramer; wheel repairer, Ernest Senior; pilot, Carl Withrow; receiver, Ralph Brooks; outside locker, Emil Lindstrom; inside locker, Elmer Pile; trustees, A. Oleson, Carl Withrow and R. H. Moore. The installation of officers took place Thursday of this week with Carl Shoemaker, of Middletown, Ohio, in charge, after which a banquet was served.

#### Midwinter Does Not Stop Minneapolis.

These are stirring times for the cyclist in Minneapolis, Minn. Last month 79 bicycle licenses were sold, while only two dog licenses were called for, and the city clerk sold but one copy of the city charter. Considering that it is supposed to be closed season as far as new riders are concerned this is pretty high gear for the middle West, and argues well for the prosperity of the cycling movement.

#### F. A. M. TO CLOSE THE MUFFLERS

Plans Movement to Secure Adoption of Uniform Ordinances—Wehman Says Cut-outs are Unnecessary.

Its "red circular" and "moral suasion" campaign against the open muffler nuisance having failed to prove generally effective, the Federation of American motorcyclists now is preparing to have introduced into most of the larger cities ordinances restricting the use of the muffler cut-out. The decision to do so was reached at a conference of several of the F. A. M. officials at which the subject was thoroughly discussed. As muffler closing laws are multiplying and as most of them afford no latitude whatever, the F. A. M. deems it wise to secure the enactment of ordinances which will at least permit the muffler to be opened on steep hills, and yet suppress the wholly unnecessary noise.

During the conference, H. J. Wehman, secretary of the F. A. M., gave it as his opinion that the muffler cut-out no longer is necessary and that the manufacturers, who admit that the nuisance hurts their business, could do much to check the evil merely by using mufflers that cannot be opened.

"The machines they are building nowadays have enough surplus power to go anywhere; they do not require cut-outs," he said. "I've removed the cut-out from my two-cylinder Curtiss tricar and closed the muffler for keeps, and intend to do the same with the single which I expect to buy in the spring," he added, as evidence of faith in his belief.

The ordinance which the F. A. M. has in preparation will apply to automobiles as well as motorcycles. The former are not such flagrant offenders but any one who resides in the vicinity of a garage knows only too well that there are occasions when the cars make a lot of unnecessary noise, and usually at unseasonable hours, when the neighbors are seeking to sleep and chauffeurs return from the midnight jaunt.

#### Philadelphia Motorcyclists Re-elect Kean.

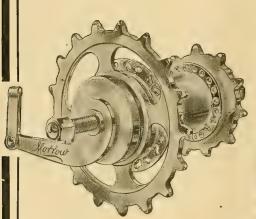
Since the Philadelphia Motorcycle Club has taken possession of its new quarters at Broad and Huntingdon streets, it has rapidly expanded; by next year the members hope to see it the largest motorcycle club in the country. The annual election of officers, which took place this week, was the first held in their new home. Dr. T. J. Kean wanted to give the presidency to some one else, but the members would not listen to him, and re-elected him with a rush. Walter T. Buch also was re-elected secretary-treasurer and Harry Schleter captain. The other officers chosen were A. Wilson, vice-president; Christopher Feiler, first lieutenant; Frank Shaw, second lieutenant, and Dr. Grabill, color bearer.

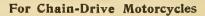
No device has added more to the

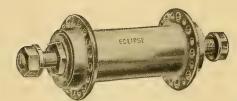
## Pleasure of Cycling

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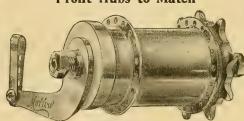
## Morrow Coaster Brake



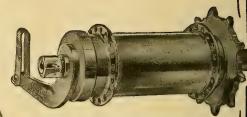




Front Hubs to Match



For Bicycles



For Belt-Drive Motorcycles

#### IN 1908

the good work will go bravely on.

#### THE MORROWIZATION OF BICYCLES

is a certain means of profit for dealers, too, and it can be carried on as well—or better—in January as in June. Why not make a bid for such mid-winter business?

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

#### CHARMS OF THE WAYSIDE INN

Their Appeal to the Tourist—The Spirit in Which to Enjoy Them—Some Hints for Landlords.

Just as the homing pigeon, after circling in various directions and performing a multitude of graceful aerial evolutions, invariably takes sooner or later to the homeward trail, so do I find myself, after divers excursions on various subjects, returning again and again to that absorbing topic of the tourist's temporary home—the inn, says Tock, in the Scottish Cyclist. I suppose it is the importance which a place of rest and refreshment assumes when one has raised anchor and sailed from the harbor of home that induces the touring scribe-for I am not alone in my devotion to this subject-to fill so many pages with praise or dispraise of the inn.

People may differ on many phases of touring. They may regard it as on the wane, or per contra, declare it to be in the noontide of popularity; they may be as opposed as the poles on the subject of luggage light or luggage heavy; or fail, in fact, to find any touring ground on which they can join in harmony; but they all unite in regarding a good inn in the foreground as a wonderful improvement to the fairest scenes that nature provides. I believe I am echoing the sentiments if not the words of Sam Johnson, who was not ashamed to place on record his opinion that of all human contrivances none produced so much happiness as a good tavern or inn. And what traveler will fail to concur with such a sentiment? The inn-well, call it inn, hotel, tavern, or what you please, so that it provides us with food that we may eat and liquor wherewith to quench our thirst -is more essential to scenic delights than any other item or combination of items that may come within the range of vision. The inn-I prefer the old homely word to the more modern "hotel"-offers the means whereby a man may doff the hunger bandage which blinds his senses; it enables him more fully to appreciate the aesthetic feast before him, and to linger longer in full enjoyment thereof.

Show to a hungry man what you will, the choicest gems in nature's album, landscape or seascape, the wooded vale or the most awesome of rugged mountain rocks, and, for contrast, place him again before such when mine host has done his duty. In the first instance, his eyes will lack the lustre of appreciation, no words will drop from his lips to indicate the delight which should permeate him. His thoughts, rank heresy though he may regard them, will wander unwillingly from the picture before him, dwelling instead on imagined viands, on a visionary table well laid in a cosy inn, with a smiling maid to tend his many needs. He will perhaps further contemplate a bumper

and a good cigar to follow, and the call of the animal within him will make him feel that not even a vision of Paradise could appeal so temptingly to the senses.

Now, take this man again, place him before those self-same scenes when he no longer ravens for food and drink, when, like a certain philosopher, he feels he may defy fate, having dined, and note the change apparent. Observe how his eyes dilate, how rapture pours from his lips, and appreciation radiates from every pore of his being.

"Bah!" I hear you ejaculate; "this 'Jock' is an aesthetic creature, a poor belly worshipper in the guise of a nature lover." But not so, my friend. I am merely emphasizing the importance of the inn as a touring adjunct, just, in fact, as I might attempt to



NEW YORK BRANCH: 214-216 WEST 47TH ST.

emphasize the importance of the bicycle itself. Though we may "babble o' green fields," and grow eloquent on the charms of the countryside, let us not loftily turn up our noses at the inn-that inn which alone makes existence among such scenes possible to the stranger-any more than we should regard with disdain the mere mechanical contrivance of steel and rubber which, 'emerging from the grimy and unlovely city, has enabled you and me to escape to such pleasant surroundings. To belittle this universal minister to our sorest needs surely would be the rankest ingratitude; but, to his credit be it said, man does not treat the inn thus, for in all lands since civilisation has come to bless him with an appreciativeness for creature comforts has he regarded the inn with affection. No matter whether it be a lordly Metropole of a wealthy town, some poor shebeen on a mountain road, or an intermediate stage between the two, the inn, in whatever form it presents itself, means rest, refreshment, and protection from the elements, so that during the centuries that have elapsed since he evolved from barbarism man has poured forth unceasingly a torrent of gratitude in song and in prose, until the inn has become grafted on the literature and song of every civilized race.

It may, indeed, be said of the inn, as has so heroically been said of the beer it retails, that none is bad—some are better than others, that is all. And if there be any disposed to cavil at such an assertion as being too sweeping, let them find themselves one day among the hills, miles from the nearest habitation, with a howling gale ahead, and the rain pouring down, what time they have gathered unto themselves an undiscoverable puncture, and then say what sort of inn they would classify as wholly bad.

It may be thought, as I write in this strain, that I am a very easily satisfied sort of traveller. Well, to a certain extent this is so. When nothing better has been available, I have contentedly lunched on bread and cheese with a tankard of ale, and yearned for nothing better at the moment, even when the interior of the hostelry has been so foul that I have perforce taken my modest repast on a bench outside. I am afraid some tourists are too inclined to fastidiousness, too disposed to resent the absence of refinement in the wayside inn, and to cavil at wooden chairs and cold meat in a bar parlor when their souls yearn for more luxurious appointments, and their stomachs crave for choicer viands from a capable chef.

Perhaps I have solved one of the secrets of enjoyment in touring-to take the rough with the smooth, and not to hanker for the best when only the worst is available; but, needless to say, when good and bad are both to be had, I have no desire to make acquaintance with the latter. And here we come face to face with one of the great difficulties of the tourist. How often have I ridden through some strange town or village, and wondered which of the places of entertainment for man and beast I should honor with my patronage, and, alas! how often has my choice been wrong! This is where the helping guidance of a touring club would prove so valuable to the cycling tourist. I am not one of those who would classify the cyclist with the general body of tourists. The cycling tourist is a class by himself. He is not necessarily a troublesome client, but it is necessary that his host should understand his special requirements. As a rule he is not a moneyed traveler, yet he wants certain attentions and conveniences which some houses only provide for those prepared to pay additional charges. On the other hand, he is prepared to forego much that the noncycling traveller would demand as a matter of course, and it is when my landlord becomes fully alive to the facts of the case. and plans his accomodation accordingly, that his house becomes known to fame as a cycling resort, and he reaps a reward in an ever-increasing roll of such customers.

It is not, I think, as a rule, any lack of good will towards cycle tourists on the part of the proprietor that makes so many houses fall so far short of what is wanted.

Rather would I attribute it to lack of understanding, and, despite what some writers declare as to cycling having outgrown the need for special hotel schemes, I am convinced that there is plenty of scope for an energetic C. T. C. to educate the hotel proprietors up to the cyclist's standard. It might be pointed out that an overheated, dusty cyclist does not want to sit at table until he has had an opportunity of removing his travel-stained appearance, that racilities should be provided for washing without having to engage a bedroom, and, moreover, that all such facilities, as well as the safe housing of the bicycle, should not be charged extra in the bill. Then, with regard to refreshments, it might with advantage be pointed out that non-intoxicants are specially favored by experienced cyclists when on the road, and though Mr. Landlord may regard non-intoxicants with as much affection as the devil is supposed to have for holy water, it is not to his ultimate advantage to make more than five hundred per cent. profit on such articles as soda and milk, lime-juice and soda, and other concoctions dear to the cycling palate. Quite recently I was charged eightpence for the former and sevenpence for the latter, though I don't suppose the prime cost to the house amounted to one penny in either case.

The innkeeper should be reminded that the cyclist differs from other holiday travellers, inasmuch as he is continually on the road, and needs hotel accomodation perhaps a couple of days a week at least. What to other travellers may be something of a rare event, to be celebrated bp special expenditure, is to the cyclist a matter of everyday occurence which does not justify unusual extravagance. Still, though his disbursements may not be lavish at each visit, it must be remebered that he or his kind comes again and again, and when mine host makes up his annual calculations of profits and losses, he will probably find that the cyclist's custom has been the most remunerative part of his year's trade.

#### First Crop of Licensed Riders for 1908.

The first batch of new licenses was issued by the National Cycling Association this week. In compliance with rules made at the last meeting of the International Cyclists Union, all licenses must date from the first of the year, and the cards issued by all the associations belonging to the International Cyclists Union must be uniform in color, size and text. The 1908 cards are yellow. National Champion Frank L. Kramer was the first professional to apply for a new registration and he received his usual "No. 1." Elmer J. Collins, now riding in Europe, received No. 2. Following is a list of licenses issued this week: Amateur road racing only)-Nick Kind, Alfred H. Seeley, Clarence B. Ruch, Joseph Smith, William Marks, Arthur Owen, Martin P. Gregory, Joseph Myers, George Keller, Max Hoffman, Abe Matthews, Morris Kohn, Jack Golden, New York City; Arthur Harris, Brooklyn; P. C. Heidrich, F. W. Coffee, F. G. Carolan, J. J. Graney, Thomas J. Deagen, Dobbs Ferry, N. Y. Amateurs (track and road)—Frank L. Valiant, John Castles, Samuel R. Morrison, New York City; William H. Packard, Brockton, Mass. Professional—Frank L. Kramer, East Orange, N. J.; Elmer J. Collins, Lynn, Mass.

#### Touring Club of 110,000 Members.

That enterprising body, the Touring Club of France, now numbers no less than 110,000 mebers. It is no longer the single-minded exponent of cycling matters and the cyclist's rights it was originally, but it stil stands for all that is to the advantage of the user of the highway be he cyclist, pedestrian or motorist, and its influence tends toward the good of that body of pleasure seekers to which it owes its birth.

#### Two Big Displays of Bicycles.

Rather a surprising comparison is that developed by the statistics of the numbers of bicycles shown at the recent Stanley show in Yondon and the Salon in Paris. At the Stanley 1,144 bicycles were shown, while in Paris the number totalled just 1,143. Despite their number the bicycles at both shows made a display which lost in effectiveness through the overshadowing exhibits of larger vehicles.

### ROYAL

by name—and royal in make-up and in performance is a good summarization of the

#### ROYAL MOTOR BICYCLES

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WORCESTER, MASS.

#### LIMITING VIBRATION IN THE MOTOR

How It is Aided by the Reduction of Piston
Weight-Ways by Which It May
be Effected.

It is extremely difficult for the layman to appreciate huw much difference in the power and smoothness of action of the internal combustion motor may be secured by lightening its reciprocating parts to the proper degree. The idea of weight reduction ordinarily is applied to the gross weight of the machine. In that connection, of course, the slight reduction in weight attainable by lessening the weight of the moving parts, the total weight of which at best forms but a very small portion of the total weight of the motor, is of course wholly insignificant. When the effects of the weight of these parts upon the vibration and the inertia forces which produce it are considered, however, the real object to be attained is apparent. It is on this basis that the argument in favor of light piston construction is advanced.

As a matter of fact it is the weight of the piston rather than any other factor in the moving parts which fosters vibration stresses. Each time the piston makes one complete stroke it must be started from rest, brought to a certain maximum speed dependent on the speed of the crank, and again brought to rest at the end of the stroke. On this account, during the first portion of every stroke, the piston is absorbing power from the total energy then resident in the motor, while during the latter portion of the stroke it is giving it up. Or, in other words, while during the early portion of the stroke the piston acts as a brake on the crank shaft, during the latter portion it is actually pushing the crank around. The effect of this tends to slow the crank during the early part of the stroke, and speed it up later on. Evidently this effect is entirely independent of the combustion and would be as marked with the motor running under full or part throttlé, or as marked with an air compressor as a gas engine.

Added to the effect of the piston inertia, the weight of a portion of the connecting rod also has the same effect upon the action of the motor. That only a portion of the weight of the connecting rod has this effect is due to the fact that only one end moves back and forth in line with the piston, the other end travelling around with the crank. and so creating a constant pull away from the crank shaft. On this account the effect of the connecting rod is mixed, one end tending to pull the motor alternately up and down, while the other tends to pull the crank case around in a circle and so produces merely a surging action in the engine base. The latter being a constant tendency, rather than an intermittant one, however, its effect is less marked than that of the former, which, acting in concert with the piston produces the sharp vertical pulsations in the entire motor which are noticeable whenever it is being turned over rapidly with the spark plug out or the pet cock open.

Considering such pulsating action as may be brought about in the motor by the mere weight of the moving parts as contrasted

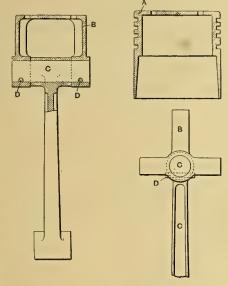
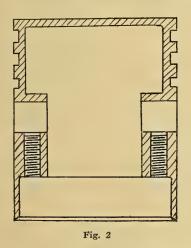


Fig. 1

with the relatively enormous power of the explosion and compression forces, makes it appear at first sight that whatever might be done in the way of evening the movement of the crank shaft and reducing the vibration of the motor as a whole would be by contrast of small value. Theoretically any power taken away from the fly wheel and crank during the first half of the



stroke must be returned during the latter half. That this is not the case, however, is due to the intervention of friction which, as a matter of fact, is responsible for the absorption of a very appreciable amount of power from the motor on this account alone. Reducing the vibration then, not simply tends to even the motion of the crank shaft and relieve the strains on the motor cradle due to its efforts to jump about, but

also tends to reduce the power absorbed within the machine itself, the "engine friction," in other words, and so to increase the power output. Furthermore, it is evident that no matter how small the undesirable quality may be as compared with any other difficulty, its elimination must improve the action of the motor to a commensurate degree.

To overcome the effect of piston and connecting rod inertia, two methods of proceedure are open to the designer. One is to oppose every undesirable force with another as is done to a greater or less degree whenever two or more cylinders are employed and is also done artificially by introducing balance weights into the mechanism. As the latter method is but a compromise at best, however, the most successful way to reduce vibration due to the moving parts is to use several cylinders.

The other possible way is to lighten the moving parts themselves, thereby eliminating the cause of vibration to a partial degree, instead of trying to cure it with outside applications, as it were. Since the weight of the piston is the moving cause in this connection, with the weight of the upper end of the connecting rod playing an accessory part, evidently to lighten the piston as far as may be done without reducing its strength to the danger point, is much to be desired. The use of pressed and cast steel are held to offer most alluring possibilities in this respect and a number of Continental designers already are using one or the other of them in stock motors of large size, while quite a number of racing motors have been successfully constructed in which this feature was worked to advantage.

That the American makers appreciate the importance of reducing piston weight in motorcycle practice is shown pretty uniformly throughout the rapidly growing range of domestic practice. Indeed in the Indian motors use is made of pistons which are so light as almost to create a record in the handling of grey iron castings. The high-speed attainments of the Curtiss motors always have been attributed by their maker largely to the use of light pistons, and in this connection the recently adopted practice of drilling a series of holes through the lower end of the shell for the purpose of reducing the weight still further is of interest.

Two forms of light piston are shown in the accompanying illustrations. The first, which is the outgrowth of a design first applied by M. Barbaroux, of the Delaunay-Belleville firm, in 1898, is made in two parts, the inner spider carrying the wrist pin bearing, while the outer shell to which it is riveted, is of thin metal, and though originally produced in cast iron, might equally well be made of pressed steel. The arrangement of the main piston, A, spider, B, wrist pin, C, and locking pins, D-D, is perfectly evident from the illustration. One advantage of this arrangement which is not at first apparent, is that in the event of a

broken wrist pin the ends will not be free to score the cylinder walls, but will be retained by the outer shell, preventing any damage on this account.

The second ilustration shows a type of piston used by the Société Montbard-Auluoye, which is made of pressed steel and as is claimed, has given good results in service. Its construction follows the lines of the ordinary cast iron piston and requires no particular comment. In this connection may be pointed out that with the pressed steel piston an advantage is gained over the cast piston which could be obtained in no other way. One of the rare, though perfectly well known failings of the cast piston, is the chipping off of the lower portion of the shell after the part has been in use for some little time. With the pressed metal, such a failure is, of course, impossible, and there is no reason to fear a fracture from any cause other than defective material in the beginning-a cause to which all mechanical devices are equally liable.

#### Causes of Misfire in Wet Weather.

One of the most perplexing sources of ignition difficulty arises generally during or just after a period of wet weather, although its connection with atmospheric conditions may not always be apparent at first. No matter how thoroughly the secondary conductors may be insulated, there is always the chance that moisture may permeate the covering of the protecting layers break-

ing down their resisting power. In this way very slight leaks are frequently developed through which a portion of the current returns to some neighboring portion of the frame, yet in so small a quantity as not to create a visible spark, or entirely sap the current away from the points of the spark plug.

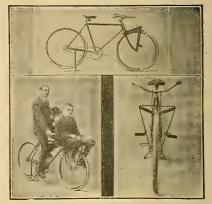
A period of misfiring ensues, during which perhaps no trace of the cause is found unless the investigator happens to pass his hands along the plug wire, in which case a delicious shock may be experienced, particularly if the hands are moist. After the insulation has had time to dry out the trouble usually ceases until another "wet spell." In rare cases, the same difficulty may be traced to the secondary windings of the coil, though this seldom proves to be the seat of such trouble unless the coil is very old or has been actually immersed in water. Even in the case of the plug wire the difficulty is rare.

#### About Repairs on the Carburetter.

Before connecting the gasolene pipe to the carburetter, after the latter has been dismounted for any reason, it should be seen to that the bore is perfectly clean and free from all obstructions. Otherwise it will be practically certain that the thing will have to be dismounted again before it can be got into good running shape. In many cases where the parts of the machine are handled carelessly, dirt may find its way into the pipe in considerable quantities

while it is lying idle, and it is by no means imposssible for it to become kinked or dented if laid down on the bench even for a few minutes. This, of course, cuts down its carrying capacity even though to a slight degree and has the effect of throttling the flow.

#### BRADFORD'S LUGGAGE CARRIER



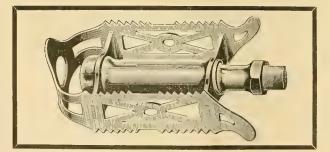
A long-felt necessity discovered at last. A perfect Luggage Carrier to be fitted on either bicycle or motorcycle. Bicycle size, \$2.50; Motorcycle, \$3.00; Bicycle adjustable, \$3.50; Motorcycle, \$4.00. All Manufacturers of Bicycles should advocate the use of Bradford's Luggage Carrier. Every merchant loses money by not having one on their Bicycle. Shipments can be made immediately. We are ready to quote prices to dealers and jobbers.

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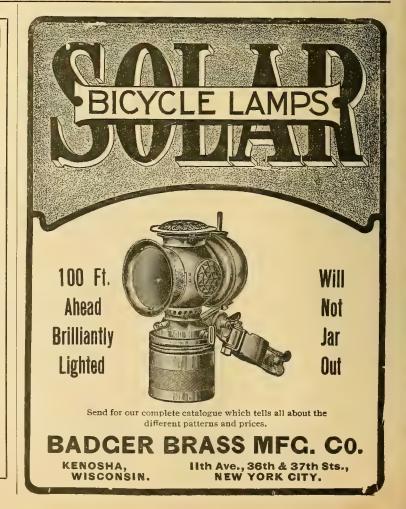
## Genesee Pedals For 1908

have Enlarged Ball Bearings, Turned Cone, Steel Balls imported from Germany. Value overbalances the price.



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Buffalo, N. Y.



# BICYCLING FOUNDED WORLD and -1877. WOTORCYCLE REVIEW

Volume LVI.

New York, U. S. A., Saturday, January 11, 1908.

No. 16

#### THE DEMAND FOR STEEL RIMS

Well Informed Man Says It is Greater Than Many Suppose—Increasing Call For Steel Mudguards Also.

"He is a wise jobber who takes the Bicycling World's advice regarding the stocking and cataloging of steel rims," one day this week remarked a man in the trade who is in a position that qualifies him to speak. "It was good advice, for let me tell you that when they awaken some of the jobbers will find that the bicycle manufacturers have taken up the steel rim more strongly than many pepole in the trade imagine is the case.

"At the same time it is as well not to wholly overlook the steel mudguard. Its sale also is increasing very respectably. The same conditions that affect rims also affect mudguards; in fact, when it comes to varied and uncertain timber and consequent warping, it is safe to say that there is even more of that sort of thing in guards than there is in rims, although because there are so very more of the latter in use that the fact is not so apparent and consequently it is not so generally recognized."

#### To Handle the Armac Output.

Hereafter the entire output of Armac motorcycles will be marketed through the H. H. Thorpe & Co., which firm has been formed in Chicago for the purpose. The members of the firm are H. H. Thorpe and L. C. Boardman, the latter a former New Yorker, both of whom are well known in motorcycle circles in Chicago. They have set up in business at 1256 Michigan avenue.

#### Hill to Direct Sale of Royals.

Eveleth V. Hill, who for several years has had charge of the sales end of the Worcester Pressed Steel Co., has resigned his position to become sales manager of the Royal Motor Works, Worcester, Mass. He

already has entered upon his new duties. Hill is a Harvard graduate, and a clean cut, energetic chap, and as he believes Harvard men stand for what is best in their respective communities, it is a part of his campaign to seek to interest them in motorcycling. In doing so, he intends not to dwell particularly on superiorities of the Royal, but rather on the superiority of motorcycling to any other sport, and he thinks he can win along these broad lines.

#### Shaft Driven Motorcycle from Ohio.

W. J. Grubb, formerly of Pottstown, Pa., finally has completed the formation of the Grubb Motor Co., at Delaware, Ohio, and already has his first motor bicycle on the road. The machine, which will be styled the Delaware, is of 3 horsepower, the motor running on ball bearings, and being mounted transversely in the frame. The model is distinctive in that it employs shaft and bevel gear transmission and a multiple disc clutch affording a free engine. Magneto ignition also will be provided, when desired.

#### Kicherer Here to Establish N. S. U. Depot.

Eugene Kicherer, the representative of the N. S. U. Cycle & Motor Co., who has been commissioned to establish an N. S. U. depot in this country, of which he will be the manager, arrived in New York this week with his family. He is now seeking a location for the depot.

#### Miller Becomes Miami's Superintendent.

Charles Miller has been promoted to the superintendancy of the Miami Cycle & Mfg. Co., Middletown, Ohio, succeeding Murray Schenk, who had filled the position for some ten years. Miller long had been Schenk's chief assistant.

#### Passing of a Veteran Dealer.

Harvey H. Ball, of Paterson, N. J., one of the oldest remaining dealers in that State, died of consumption on Tuesday last, 7th inst., aged 52. He had been in the bicycle business for 14 years.

#### FINE FAMILY ROW IN READING

Alleging Conspiracy, Remppis Applies for a Temporary Receiver—Figures Showing Solvency of the Company.

Not that the company lacks orders or that its solvency is in any way impaired, but because he believes himself to be the object of a game of freeze-out, W. F. Remppis, its organizer and treasurer, has applied for the appointment of a receiver for the Reading Standard Co., Reading, Pa., as the best way of blocking the game. The court listened to argument in the case on Thursday last, 9th inst., and will render a decision on Monday next. Meanwhile, W. H. Crosby, of the Crosby Co., Ralph D. Webster, of the Eclipse Machine Co., and other creditors and friends of the parties to the family row, have visited Reading and poured oil on the troubled waters and as a result it appears likely that an amicable understanding will be reached which will permit of the harmonious and uninterrupted conduct of the business. It is understood that Remppis's opponents have offered to sell their stock and get out, and it is likely that the offer will be accepted.

Remppis's application for a receiver discloses that when he converted his business into the Reading Standard Co. on March 1st of last year he received 250 shares of the preferred stock and 1,250 shares of the common, which equaled one-half of the total capitalization. He was persuaded, however, to place all of the common stock in the hands of a voting trust of five stockholders for a period of five years. While he states that a majority of the stockholders are favorable to him, Remppis charges that certain of the directors, of whom he names two, L. A. Rehr and D. P. Harris, with having "combined and conspired" to deprive him of his stock and to obtain control of the business. To attain their ends, Remppis alleges that Rehr, who is director of

the Reading bank which holds certain unmatured notes of the company and of Remppis personally, and which hitherto always had accommodated the company, informed him that the bank would loan no further money without the endorsement of all directors, and that Rehr and Harris and their associates proposed an assessment on the preferred stock, with its forfeiture as the penalty for non-payment; also they proposed to advance any money required if Remppis would divide his preferred stock with them. Remppis declined all of these proposals. At a meeting of the stockholders a loan equal to 35 per cent. of their holdings was suggested, but when Remppis reflected he saw that as his stock was tied up in the voting trust, he could not use it as collateral. He advanced a counter proposal that the voting trust be annuled and that a part of the stock be placed in trust in the hands of outside trustees, with whom would rest the balance of power.

It is alleged that Rehr, Harris, et al., offered to "raise the \$30,000 alleged to be needed by the company," if Remppis would withdraw from the management and agree not to annul the voting trust nor to engage anywhere in similar business. Of course Remppis again refused to heed the suggestions.

He presents a statement showing that the assets of the company are \$202,309.81, which includes material on hand amounting to \$90,754.61, and that the liabilities are but \$122,866.75. He also offers figures which show that from September 1 to December 28, orders amounting to \$181,793.82 had been received, of which \$31,243.21 remains to be filled. Of the latter sum, \$95,069.72 is represented by motorcycles. Remppis further avers that the company has money in its treasury and more in immediate prospect and that it is "solvent, and merely needs moderate financial aid and fidelity on the part of the said Lambert A. Rehr, D. P. Harris and their associates in order to realize large profits."

Remppis therefore prays that the voting trust be adjudged unlawful and void, that the holders of common stock be restrained from voting it; that the rights of the preferred and common shareholders be established and defined, and that a receiver be appointed pending the solution of the questions involved.

#### Empire Making Insulated Wire.

In addition to tires and tubes, the Empire Automobile Tire Co., Trenton, N. J., has added insulated wire to its productions. The cable of the Empire secondary wire is covered with a rubber stock designed to withstand great abuse. The rubber stock is covered with braid, and over this braid is placed a rubber stock that is claimed to be absolutely oil-proof. Two braided jackets are placed on the outside. The Empire primary wire is also insulated with oil-proof rubber, and finished with two braided jackets. The price of the secondary wire is 15 cents per foot; of the primary, 6 cents.

#### **EXPORT GAIN INPOVEMBER**

Was not Large, but was None the Less Welcome—Japan, Australia and Mexico the Biggest Buyers.

A decidedly hopeful trend was revealed by the November exportations of bicycles and parts, and while the net gain in total export business over that of the corresponding month of 1906 was not tremendousonly a little over \$2,000, in fact, its significance rests in the way in which the reversal was brought about. Thus, Japan, which had exhibited a declining market for many months, showed an appreciation of \$8,384. British Australasia was second in order of actual increase, with \$4,837, Mexico, France and British North America following consecutively with \$3,112,, \$2,789, and \$1,896. The ratios of gain, however, were in some other cases even more significant, as instance Argentina, where the net gain of \$641 represents an increase in business of something like 210 per cent. The chief losses for the month were distributed throughout Continental Europe. The group known as "Other Europe" fell away to the extent of \$10,488, Other Asia and Oceania, Netherlands and Belgium, exhibiting losses of \$3,645, \$3,447 and \$2,074. The losses of the United Kingdom and "Other South America" were comparatively small, while Brazil just about broke even.

The total for the eleven months ending with November, 1907, reflected the constant depression of the year just closing. The net loss represented a sum of more than \$300,000, and was distributed over 12 countries, Japan proving the greatest loser, with a depreciation of \$104,331 as compared with the first eleven months of 1906. The Netherlands, "Other Europe" and Mexico, also revealed heavy depreciations. France showed the best gain in business for this period, with a total appreciation of \$34,126, Cuba with \$16,772, British Australasia and Brazil following in the order named. The report in detail follows:

#### Influx of Brake-Locking Devices.

One of the few really new things brought to light by the recent foreign show season, was the use of locking arrangements for bicycle brakes. Several makers showed contrivances of this nature, the object being in every case to relieve the strain from the rider's hand during long descents, as well as to provide a more sensible substitute for the "steering lock" to be used to prevent the machine from falling down when stood against a wall. One of the most sensible of these devices consisted of a cam mounted in the center of the handle bar and worked by a small lever. When thrown forward, the face of the cam pressed against the brake push rod and served either to apply the brake, or as a lock to prevent it from returning to the "off" position when pressure was removed from the grip lever. By the use of a peculiarly shaped key, it is also possible to leave this arrangement locked, it being impossible to release it until the key has again been inserted in the proper way.

#### Temporary Substitute for Lost Nut.

It should be borne in mind that in an emergency the loss of a nut which does not carry a tremendous amount of strain need not prevent the machine from being used, since a piece of twine tightly wound around the threads of the bolt against a washer frequently will hold a surprising amount of pressure. In the event of the loss of the washer as well, and the absence of a proper substitute a piece of tin with a hole punched in it may be used.

#### Hartford Tires in Downtown New York.

It transpires that after closing their New York Chambers branch, the Hartford Rubber Works Co. divided the downtown agency for their goods, the New York Sporting Goods Co. obtaining the Hartford bicycle tires and Charles E. Miller the automobile tires. First reports made it appear that Miller had obtained both accounts. The New York Sporting Goods Co., of course, will now carry a full stock of the Hartford tires in their Warren street store.

		mber	Eleven Mon		
Courter and mate of	1906	1907	1905	1906	1907
Cycles, and parts of—					
Exported to—	¢1 / 275	¢12 120	Ø106 1E1	¢252 500	#247 2FO
United Kingdom		\$13,129		\$253,599	\$247,359
Belgium	3,878	1,804		24,828	24,988
France	410	3,199		18,844	52,970
Germany	1,408	2,708	2 37 . 2 1	78,429	37,733
Italy	2,475	2,640		27,036	21,077
Netherlands	4,933	1,486		115,208	33,676
Other Europe	14,467	3,979	171,114	225,993	148,239
British North America	1,135	3,031	111,285	64,986	61,013
Mexico	6,596	9,708	59,920	99,231	82,005
Cuba	2,885	3,412		28,912	45,684
Other West Indies and Bermuda	1,466	2,174	23,490	19,499	21,676
Argentina	579	1,220		17,402	15.346
Brazil	1,583	1,578	5,856	9,760	. 12,523
Other South America	1,846	1,209	15,886	19,391	13,142
Tapan	4.244	12,628		200,912	96.581
British Australasia	5,643	10,480		74,191	83.356
Other Asia and Oceania	3,935	290		27,218	13.196
Other countries	715	883	7,928	15,525	7,395
Total	\$72,473	\$75,558	\$1,210,316	\$1,320,964	\$1,017,959

#### PRINCIPLES OF VARIABLE GEARS

Their Definition by a Well Known British Engineer—His Preference of Type and Position.

While its desirability is widely felt in this country, the principle of the variable gear, like the practice of its construction are more or less unfamiliar. Abroad, where its use has been more or less successfully exploited for some years, its theoretical limitations are better understood. Some of these limitations as well as the desirable features which they define were discussed by J. Van Hooydonk, the well known engineer, in a paper recently presented before the Auto-Cycle Union of England, his points being worth noting.

"The rider of a motor bicycle having at least one hand always engaged in maintaining the equilibrium of his mount, a clutch enabling him to cut off the engine from the driving wheel when changing gear up or down is almost out of the question," said. "Therefore, we are limited to a device capable of being changed while actually geared to the engine, and this means that the particular gear required will have to be locked by means of friction, thus obtaining a gradual engagement or disenengagement of the various members of the gearing, and causing no shock or sudden strain to the mechanism. Here, however, we are confronted with the difficulty that friction means wear, and, however microscopic this wear may be, sooner or later the friction will not be equal to keeping the respective members of the gear in sufficient frictional contact to transmit the drive. Adjustment has to be provided, also means of locking the adjustment in position. This within the confined space and small weight of all the mechanism on a motor bicycle becomes not only difficult to design and manufacture, but also most awkward in the hands of the user. Therefore some means will have to be devised to take up this wear automatically, and I believe that springs forcing friction pads or clutches in contact with each other will go far to solve the problem.

"At the same time there should be no end pressure on any of the parts, this not only wasting power, but causing wear to such an extent that any device depending on end pressure to keep in driving contact will not stand use a reasonable length of time. Gears have been made where end pressure was taken by ball bearings. This is only removing the trouble a little further on, for the pressure must come to a dead end either where the pressure is applied in the first instance or after it has passed through the ball race or races.

"It is only common sense that any mechanical device should be designed with a view to stand ordinary work; a thing that eats its own head off will not go for long, and, therefore, I strongly condemn the few devices that have been tried where the diameter of the belt-driving pulley is made variable. The belt can only fit the pulley well when this is of one certain diameter and width, and all other times a certain amount of slip, or, in other words, wear takes place; this is mechanical waste, and, therefore, will not last. Another objection to the variable belt pulley is that the limit of variation in the ratio of gearing is comparatively small. . . .

"Our good old friend, the two expanding and contracting pulleys, makes its appearance almost once a year; some of you have met the device under many different names, each of which died its natural death.

"I have purposely omitted the so-called variable pulley, which means that the rider has to dismount, screw up or unscrew the pulley to alter its diameter, and fit a new belt of the correct length. . . . A better device, but which is to a lesser degree subject to waste of power, is where two or more gears are obtained by means of chains running over sprockets of different diameters. The idle chain or chains always having to run as well as the chain which is actually at work, is, in my opinion, not sound practice, and, therefore, I look to something better to give us the perfect motor bicycle.

"Friction discs . . . . have also been made use of. Here we have end pressure in the utmost degree, and the few variable gears that have been so made did not live long. Gears containing bevel or mitre wheels likewise are subject to end pressure more or less; we cannot convey power round a corner without losing something on the way; loss means waste, and waste cannot go on forever. . . .

"First of all we have the gear fitted to the engine. Although I have seen gears so fitted doing good work, this is not, in my opinion, the right place for the gear. In the first instance, the gears revolve at a very high rate of speed, setting up undue wear and noise. The fixing, also, is, in many cases, difficult to make sufficiently stiff for the job, and in every instance that has come under my notice end pressure was communicated to the main bearing of the engine. The high rate of speed makes lubrication difficult, and the gearing receiving the blows of the piston direct without any intermediary elastic medium is, to say the least, rough on the gear. The greatest objection of all, however, is that when fitted to a belt-driven machine, the belt speed drops with the gear, and thus when hill climbing belt slip is very much increased. . . . .

"There is one item in favor of the gear on the engine, and that is, that running so much faster it can be made so much lighter than if fitted to any other part of the machine.

"Next to the engine, gears have been fitted to the countershaft or bottom bracket. Here we have more room, a firmer fixing, and the gear or its operating mechan-

ism has not to be disturbed when withdrawing the back wheel for tire repairs, etc. The difficulty we meet with here is that such a gear is hardly practical unless incorporated in the original design of the machine; so to have a gear that is sound in principle, and capable of being adapted to the average motor bicycle, the gear must be incorporated in the back wheel, and all things considered, this, in my opinion, is the best place for it.

"True, the gear has to be heavier than when fitted to either engine or countershaft, but the weight is carried in the center of the wheel, and through the spokes and tire direct on to the road, thus preventing any strain to frame or engine.

"Comparatively, the gear revolves slowly, it is silent, and not difficult to lubricate, while the belt rim always retains the same speed in relation to the engine; hence the belt will always transmit the full power, run on proper fitting pulleys, and will not slip. The operating mechanism can well be so made as to not interfere with the removal of the back wheel, and if, as suggested by me in the earlier part of this paper, the locking mechanism of the gear or gears is made self-adjusting, it should not be more difficult to remove the back wheel than that of an ordinary singlegeared machine. . . . Although many of these gears have been running for years. I do not look upon the device as anything but an early move in the right direction. . . . . The problem will be solved when a firm of enterprise and resources will design and manufacture a motor bicycle and gear as a whole-make one pattern only, make it well, and make it in large quantities."

#### How to Investigate Misfiring.

When the motor seems to be missing do not open the muffler to investigate. Instead, throttle down slightly and advance the spark until the piston begins to knock. This will have the effect of making the beat of the explosions more distinct and will show at once whether the explosions are actually being missed, or whether they are merely irregular in strength. If the trouble is due to poor gas, that is to say, to either too lean or too rich a mixture, or to a variable mixture, changing the position of the throttle will often cure the difficulty temporarily, thus affording a clue to the cause of the trouble. If a weak or irregular spark is the cause, the fact will be more readily determined when the speed is reduced and the spark advanced. Opening the muffler without reducing the speed, while giving a better opportunity to observe the sound of the exhaust, furnishes no perceptible clue to the source of the irregularity.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50c. The Bicycling World Co., 154 Nassau St., New York City.



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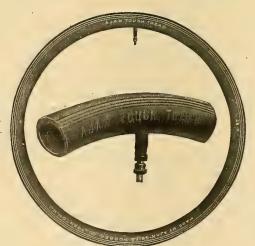
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ATChange of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

ATMembers of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JANUARY 11, 1908.

Swindler Seeks Southern Fields.

Since he was released from jail in Lowell. Mass., that swindler of many aliases, F. B. Kennett, has found it convenient to change both his name and his field of operations. He was last heard from in Washington, D. C., which make it appear that he is working southward.. At that time he signed receipts for bogus subscriptions to the Bicycling World with the name H. C. Crane, and as is his usual habit, spelled the name of this paper "Bicycle World." For his receipts he is still using a small yellowish pad with the type matter lettered with a rubber stamp. The Bicycling World is but one of 25 or 30 publications the swindler claims to represent, and in order to obtain subscriptions it is his practice to offer cut rates, premiums, etc. "Kennett," or "Crane," or whatever name he may give, is a smooth faced, sharp-nosed chap and a very plausible talker, who speaks familiarly of the principals of this paper. The wise man will pay no money to plausible strangers who cannot produce written authority to make the collections.

#### Variable Gearing for Motorcycles.

In the line of foreign experience in experimenting with variable speed gearing for motorcycles, which has been very extensive, and in the practical use of the variable gear, which has been sufficiently extensive to show something of its difficulties, the conclusions of Mr. VanHooydonk as quoted in another column, must be regarded as a ripened opinion. He says in a word, that the variable gear problem will be successfully solved "when a firm of enterprise and resources will design and manufacture a motorcycle and gear as a whole—make one pattern only, make it well, and make it in large quantities."

All of this implies a vast amount of faith in an undertaking which must either make or mar the fortunes of a company entering upon it. It is such courage which makes large business successes, however, and there can be no question that a successful variable geared machine would prove a bonanza if properly marketed. Especially would this be true if its makers showed their faith in it by devoting themselves to its production exclusively.

The attraction of the variable gear idea is such as to tempt the inventor most strongly to produce a device which shall be adaptable to any machine, especially as the chance of individual sales is so great as compared with the chance of sales of a complete machine embodying the gearing feature. Yet when the difficulties of producing a universal gear are compared with those of producing a gear and machine together and of uniform design, it appears that the latter course is really quite as safe as the former and more natural one, all things considered. There can be no question that a variable gear which will afford a free engine is very much to be desired and that it will serve many excellent purposes.

#### The Subject of Prize-Giving.

Probably ever since the second bicycle race was run in this country the trade has been importuned for prizes. There are those in the trade who have given almost without stint; there are others who have given seldom, if at all.

The matter of prize-giving ever has been a source of petty irritation, particularly to the bicycle manufacturer. His product usually represents a substantial sum. He cannot afford to give and should not be expected to give as freely as a maker of accessories. When he does give, he is

blessed; when he refuses, he is damned. He recognizes that racing and other forms of activity are good for the business and generally speaking he has at least evinced a disposition to give within reason. But when from 50 to 150 requests reach him in the course of a season, it is but natural that he should draw the line somewhere. It is in drawing the line that his difficulty lies. Every club that is refused a bicycle feels offended, despite the fact that there are some of them that display no hesitancy in applying two or three times a year.

There are not a few events that deserve the patronage of the trade and there are some of the cycle manufacturers at least who recognize the fact and are ready to extend their assistance and encouragement. How best to do it always has been the question and never has there been offered a better answer than the suggestion presented at one of the recent meetings of the Cycle Manufacturers Association, which was duly reported in the Bicycling World. In effect it outlined the creation of what may be termed a "prize pool" and a prizedistributing committee, which would apportion according to the merit of each event, the articles contributed to the "pool" by the manufacturers.

Some such an arrangement would solve all difficulties and remove all irritations. It would prevent a surplus of donations for one event and a scarcity of them for another. It would permit of an even and widespread distribution and offer encouragement all around. The idea is too good to be lost. It should be pressed home. There is no reason why clubs and the local tradesmen should not take care of purely local affairs and no reason why any contribution should be made to any meet at which gate receipts are the object, but there are quite a few big, open amateur events that deserve the heartiest support and should receive it.

Competition may be the life of trade and cycling activity is very much to be desired, but when the competition or the activity takes the form of two or three or four tracks, as is the present prospect in Salt Lake City, there is great danger of killing the goose that lays the golden egg. It is possible to have too much of a good thing. There is need for a little cool reasoning out there. The Utah city has been such a refreshing spot in the field of cycling sport that it would be pitiable if it were done to death by too much rivalry.

#### CORRESPONDENCE

#### More About the Trade and Prizes.

Editor of the Bicycling World:

Mr. Gliesman's letter in the Bicycling World of the 28th ult. in regard to prize giving was of particular interest to the St. Louis Cycling Club for the reason that the latter club had an experience in soliciting prizes for its race of October 13 last that was an exact parallel to the experience of the Tiger Wheelmen, of whose racing committee Mr. Gliesman is chairman. Extracts from the proceedings of the club's November meeting were sent to some of the manufacturers that Mr. Gliesman is pleased to refer to, and we discovered that some members of the cycle trade are extremely expert at "crawfishing."

Now every one will admit that an occasional road race gives cycling a great deal of advertising and creates a wide spread interest, the real benefit of which is reaped by the trade, and it is only natural to expect the trade to willingly and enthusiastically encourage the individuals and organizations that promote such events.

Arranging and holding a road race requires more work and expense than any other cycling event-and brings in less income-and in the races held by the St. Louis club in the last two seasons, this work and expense was entirely borne by men who had absolutely no connection with the trade and who themselves took very little interest in racing. Is it any wonder then that these men, seeing their efforts unappreciated by the great majority of the trade, have resolved to lend no more aid to such affairs? If there are to be any road races in the future in this city the trade will have to arrange them, and this is very nearly equivalent to saying that there will be no more race meets.

No one could expect the manufacturers to comply with every request made for a prize donation, but there is little reason for the unkindly feeling displayed toward a dealer as live as Mr. Gliesman, or towards an organization that has given cycling as much publicity and prestige as the St. Louis club, to say nothing of running the first road race in this big, prosperous city in many years. I leave it to the judgment of the Bicycling World readers as to whether this club received a square deal. In the 1906 race 60 per cent., and in the 1907 race 50 per cent. of the prizes were donated by merchants and individuals not in the cycle trade,

Mr. Gliesman draws a comparison between the liberality displayed toward the Atlantic City event and the close fistedness towards the Tiger Wheelmen's event, and then suggests that a bureau be formed to pass on the giving of prizes when solicited. Much good could come from carrying out this suggestion. Prizes, when given at all, ought to be of a high order. It would be better to have only a few races in each large

city with high class trophies offered than many races with practically nothing to ride for. There ought to be more races of a championship order, something to create intercity, or international interest. Why not arrange a race across the country, say from Chicago to New York, something on the order of the annual Tour de France, especially now that strenuous contests are the order of the day? But conditions would not be half so discouraging to the enthusiasts if it were merely "grouchiness" in prize giving that is affecting the trade. From my personal observations, I am led to believe that the majority of the trade pay little attention to what is going on in the recreation end of things cycling. The trade appears to lack in genuine interest and enthusiasm, and in their trade meetings they discuss publicity only in "how much money they can afford to spend for the press bureau."

Why don't they themselves and their employes get out and help "whoop things up" as they tell their agents to do? Why don't they get out and do a little riding, or organize live riding clubs, or promote some cycling events on their own account? Are they too good to mingle with the enthusiastic riders of to-day, or to assist in giving the sport more prestige? If they would follow out a few of these suggestions they would get publicity of a better brand and for less money than they are now getting.

Is it to be expected that first class news can be sent to New York, Chicago, St. Louis, or San Francisco from an office in Toledo? To have news it first must be created. We do not want to boast, nor are we particularly anxious to tell everyone how good we are, but it is a fact that we have run fifty times the "stuff" and good "stuff" in the St. Louis papers in a single season that the present publicity bureau could in a decade.

The Toledo envelope receives consideration only when there is a news famine.

Mr. Gliesman appears to have been moved by the circular letter he refers to, which is rather surprising. Agents out here have received that same letter and many others along similar lines. We have learned to merely "smile" when we peruse these epistles. Five years ago the manufacturer that sent out the letter that Mr. Gliesman refers to, encouraged me (with hot air) to get things moving out here, and among other things declared that he would positively make no more cheap wheels. As fate would have it, the next year a nameless jobbing crock put up by this same manufacturer collapsed under a cyclist riding directly in front of me, and my exterior anatomy was damaged to the extent of \$26, and it took all of three weeks to effect repairs.

It is indeed no pleasure to find fault and to point out other's shortcomings, particularly in this era of muck raking, and when every one is trying to reform something or somebody. These observations and experiences are presented merely in the hope that

some good will come of them. I have merely written what I think, and I think what I please. There is no law against that yet.

GEO. LANG, JR., For the St. Louis Cycling Club.

#### Favors Low Gears for Motorcycles.

Editor of the Bicycling World:

Based on my experience as a motorcyclist I have developed a few ideas and convictions concerning the proper machine for the average rider, which I think are worth relating. I have a 2½ horsepower chain driven motorcycle, and have ridden it to work every day that the weather permitted, since last April. Altogether I have covered 3,900 miles, most of it being in going to and from my place of employment. I have had fellows tell me that if they could get a machine that could be run slowly and that would handle easily in traffic, they would buy, and I have replied that such machines can be obtained.

I have found that a low gear machine, one with a large sprocket on the rear wheel, say 39 teeth, and 5% inch pitch roller chain, will handle with surprising facility and ease in the crowded streets without cutting out the motor and pedaling. I find also that with the throttle almost closed one can run at moderate speed and climb hills. The principle involved is simply that the low gear makes the motor run faster for a given distance of travel, which permits the machine to be started or slowed down very easily. On hills the low gear machine will go up as fast or faster than a high gear. For riders who do not care for racing speed the low gear is the thing.

With the low gear the motor turns over a great many more times to the mile, but because of the strain which a high gear puts on the mechanism I believe that the extra revolutions do not wear the motor as much as does a high gearing. Many motorcycles are too fast and powerful for ordinary use. Think of motorcycles of from 6 to 14 horsepower to carry one person. Low horsepower and low gear wears and handles better than high power and high gear. Railroads do not hitch up a high gear locomotive to pull a train over all kinds of roads, especially not for those where grades exist. Unless otherwise ordered a motorcycle should be geared fairly low so that it can run at moderate speed. and climb hills without any strain or overload. This applies chiefly to single cylinder machines. Singles run smoother and handle easier with the low gear because the motor runs fast and retains its momentum. My ideas are founded on practical experience.

I am glad to see the light weight motorcycle coming and think it will be the mount of the future. The average man does not want to travel out of sight at the rate some of the riders of high powered motorcycles do, and I hope to see low gears more largely used for average service.

L. ELDRIDGE, F. A. M. 1,008.

#### TO REGULATE ROAD RACING

Rules Formulated and Will be Considered at Forthcoming N. C. A. Meeting—What They Will Require.

There will be rules to govern road racing in this country during the forthcoming season and thereafter. There should have been such rules last season, but when the National Cycling Association at its annual meeting voted to assume control of road racing the season was about to begin, so that nothing was done in the matter of preparing rules to govern the sport until recently.

The annual meeting of the Advisory Board of the National Cycling Association has been called to meet in New York City Saturday night, February 1st. This board is composed of delegates from the various clubs, and they will at that time discuss the following tentative rules, which have been drawn up. Suggestions also will be made if other rules are considered advisable, and the whole will be adopted at the annual meeting of the National Cycling Association, which will take place the following Tuesday, February 4th.

In their present state the rules are meagre and doubtless will be much enlarged and improved upon. The set published below was drawn up with the idea of providing a working basis. One of the additions likely to be made at the annual meeting of the Advisory Board will be the suggestion of fixed penalties, which if carried out will be a good thing, and leave no cause for complaint from riders who may think they are punished more for the same offense than are perhaps some other riders. Another suggestion will be that the National Cycling Association appoint an official committee in each of the several districts to see that courses upon which races are to take place meet the full distance as advertised on the entry blanks, so that records will be official beyond question. A further addition probably will be the establishment of prescribed distances for road championships not already provided for.

There are two very important provisions in the tentative rules. One is that which makes it the duty of the promoters to place checkers or signs at all turns on a course so that competitors will not go astray, and failure to do this may result in the referee declaring "no race." Another rule designed to prevent unfair riding at the finish, and to do away with "switching," as it is commonly called, is that which requires the promoter to station an official at a point not less than 100 or more than 200 yards from the finish line, armed with a white flag, to warn the competitors that the competitors leading must not swerve from a straight line until the finish. The provisional rules for road racing which will

be thoroughly discussed at the meeting of the Advisory Board, are as follows:

#### Sanctions.

All road races must be sanctioned by the Board of Control of the National Cycling Association, and the promoter or promoters must comply with all the legal requirements as called for by the National Cycling Association's official sanction.

#### Registrations.

All riders must be registered as prescribed by the rules, and all entries will be recognized as a form of contract binding both promoter and rider to comply with National Cycling Association regulations covering such contract.

#### Officials.

The officers of a road race shall be a referee, three or more judges, three or more time keepers at start and finish, one starter, one clerk of the course and assistants, one scorer and assistants, and one checker and assistants.

The referee shall have general supervision of and authority over the race, and shall give judgment on protests received by him; shall decide all questions of protests respecting foul riding, etc., of which he may be personally cognizant, or which may be brought to his notice by any other official. He shall decide all questions whose settlement is not provided for in these rules. He shall have power to remove any official who, in his judgment, is incompetent. His decision shall be final.

There shall be three or more judges at

There shall be three or more judges at the finish. In case of a disagreement a majority shall decide. Their decisions as to the order in which the men finish shall be final.

#### Rule of the Road.

The law of the road shall be strictly observed. All contestants must keep to the right, and when passing in the same direction must go to the left. Any violation of this rule shall be to the violator's peril, and in case of a foul he shall be ruled out.

in case of a foul he shall be ruled out.

A duly authorized official shall be stationed at a point not less than 100 yards nor more than 200 yards from the finish line to notify competitors by means of a white flag that competitors in the lead must hold directly to the course in a straight line to the finish. Any violation of this rule may be deemed sufficient cause for disqualification.

#### Change of Machines.

Contestants may change machines during the race, but they must at all times be with a wheel and make no progress unaccompanied by a wheel.

#### Protests.

All protests in regard to foul riding may be submitted to the referee, and shall be decided by him.

#### Clerk of the Course.

The clerk of the course shall arrange the competitors in groups according to handicap ready for the start, provide each with his respective number, and see that it is properly displayed.

#### Checkers.

It shall be the duty of each checker to oversee that part of the course to which he is assigned by the referee, and to watch closely the riding, to record the order and time of the passing of the competitors, and immediately after the race to report to the referee any competitor or competitors whose riding may be considered unfair.

It shall be the duty of the promoters to

It shall be the duty of the promoters to place one or more checkers, or other sufficient sign, at all turns, to mark the course. Failure to do this may result in contest being declared "no race."

#### Competitors.

Competitors must be at the tape in position according to handicap, and ready to start promptly at the time appointed. Each competitor must wear his number conspicuously displayed. The start shall be made from a standstill, and no call-back will be allowed under any circumstances after the leading men have started. Any competitor who is not on his mark and ready to start promptly on time in handicap races will be placed with the first group starting after he shall have reported to the clerk of the course.

In scratch events track rules relating to start of race will apply.

#### Reference to Track Rules.

Where not provided especially for in the foregoing, the rules for track racing also shall apply to road racing, insofar as is practicable.

#### Rule to Improve Handicaps.

At a recent conference of the League of Victorian Wheelmen, of Australia, several recommendations were made with a view to increasing the fairness and equality of handicaps. One of them that could be adopted with success in every country where handicap races are held, is to the effect "that in all handicap races the men shall be placed or allotted in their respective heats in such a manner as to make a clear gap of, say, not less than 50 yards between any two batches or groups in a two miles event, 25 yards in a mile, and 12 yards in a half mile."

#### Georget a Victim of Paralysis.

According to English advices Leon Georget who, with Victor Dupre, finished third in the six day race, has returned to France completely paralyzed in the lower part of the body, "as a result, it is supposed, of the injudicious consumption of drugs to which he is supposed to have resorted during the concluding stages of the race." After the contest, he complained of severe pains in the legs, and his condition became so much worse on the voyage home that, according to reports that have come over from the other side, paralysis set in.

#### Photographic Proof Against an Amateur.

Marcel Berthet, the young French amateur, who, during the past season set up a world's unpaced hour record, beating the figures of Petit-Breton, has been classed a professional by the Union Velocipedique de France. When Berthet was called before the committee he was presented with a photograph of a contract he was supposed to have made with a cycle firm, and, although he declared he had never signed one and his signature was not produced, he was charged with acts of professionalism, and placed in that category.

#### Date for C. R. C. A. Postponed Dinner.

The eighth annual anniversary dinner of the Century Road Club Association will take place Saturday night, January 25th. The annual "feed" was on the calendar for December 11th, but on account of the sixday race, was postponed.

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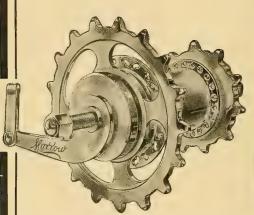
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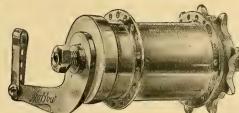
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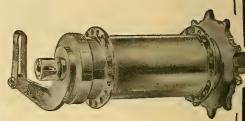
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#### FOGLER PROVED HE CAN SPRINT

Defeated Iver Lawson in Exciting Match
Race at Boston—Other Events in
Two Interesting Meets.

Joseph Fogler, of Brooklyn, demonstrated in no uncertain manner that he is one of the best all-around bicycle riders in America, last Saturday night, 3d inst., when he defeated former World's Champion Iver Lawson, in their match race at the Boston velodrome, besides winning the 25-miles open for professionals. Lawson had to be content with second money. A crowd estimated at 8,000 cheered the blonde Brooklyn trolley-dodger when he trounced the one time invincible Lawson. Neither Fogler nor Lawson started in the one mile handicap, which went to N. M. Anderson, of Denmark, from the 100-yard mark in the fast time of 1:581/5.

The meet started with a mile handicap for amateurs, run in two heats and a final. The final started with George Cameron, of the Irish-American A. C., and Fred Hill, of Watertown, on scratch and the field strung out in front of them. McPartland, Ellis, Morgan and Dana, all long-markers, soon passed Droback and by clever pacing made the going very fast. Hill apparently was in a combination with the long-markers as he would not set any of the pace and Cameron, seeing that he was all alone, eased up. McPartland won by a half length from Morgan with Ellis third.

The first heat of the match race was a half mile, with Lawson on the pole. Fogler started the favorite, although Lawson for winning the recent 24-hours race had his share of backers. Fogler set the pace and made good going for nearly three laps before Lawson jumped. Fogler tried hard to get around but the Swede held him off in good style and won easily. This heat boosted Lawson's stock up when the second heat, a mile pursuit, was called. Fogler has not an equal in this style of racing in this country and with each lap he gained on Lawson, opening such a gap that he caught and passed the westerner at the end of the eighth lap, two laps short of a mile, in the fast time of 1:47%.

Excitement was at high pitch when Fogler and Lawson lined up for the deciding heat. Lawson was slightly the favorite because of his jump, but as the race was to go a mile Fogler's friends thought he could turn the trick. Lawson set the pace for six laps when Fogler unexpectedly jumped. In the seventh lap Lawson uncorked a pretty sprint and it looked hopeless for Fogler. The Brooklyn rider, however, had superior staying powers and when Lawson eased up a bit Fogler went flying past with one and one-half laps to go. He was never headed. Fogler's victory really is a remarkable one when it is considered that Lawson is one of the best sprinters in the

country and once annexed the world's title. Fogler has always maintained that he can sprint as well as ride a long gruelling race.

Fogler, Lawson, Root, John and Menus Bedell, Moran, Sherwood, Logan, Anderson, Holbrook, Krebs, MacLean, Wiley, Mitten, Lake and Connelly lined up for the twenty-five miles open, with half-mile prizes. The short sprints told on tires and MacLean, the Bedells, Moran, Logan and Mitten were forced out on account of punctures. Anderson and Wiley went out for most of the half-mile prizes and the Dane succeeded in getting thirteen of them, Wiley taking twenty-six.

When the last half mile began Root was in front, apparently working with Fogler. Wiley got in front for a while but Root soon began to unwind with Fogler on his wheel, Lawson next, with Krebs, Sherwood and Anderson in order. With a terrific jump the Dane shot past the leaders and got a big lead. Fogler had to leave Root and go it alone, with Root and Krebs tearing along after him. Lawson got after Fogler and the pair passed Anderson. Then it was a battle between Root and Krebs for third, the latter winning by a length, with Anderson fifth and Wiley sixth. The time, 1:01:12, was the fastest yet for the distance on the indoor track.

Root and Krebs were the only scratch men to qualify in the mile handicap, as Fogler and Lawson did not start. The long-markers made the going fast and Anderson won from Sherwood by a close margin, with Mitten third. The summary:

One mile handicap, amateur—Won by H. McPartland (110 yards); second, E. L. Morgan (120); third, H. A. Ellis (110); fourth, H. C. Dana (90). Time, 2:051/5.

One mile handicap, professional—First heat won by A. W. Holbrok (120); second, N. M. Anderson (100); third, E. F. Root (scratch); fourth, C. A. Sherwood (65). Second heat won by W. L. Mitten (110); second, Floyd Krebs (scratch); third, John Bedell (25); fourth, Hugh MacLean (50). Final heat won by N. M. Anderson, Denmark; second, C. A. Sherwood, New York City; third, W. L. Mitten, Davenport, Ia.; fourth, John Bedell, Lynbrook, L. I. Time, 1:581/4.

Twenty-five mile open professional—Won by Joe Fogler, Brooklyn; second, Iver Lawson, Salt Lake City; third, Floyd Krebs, Newark; fourth, E. F. Root, Melrose, Mass.; fifth, N. M. Anderson, Denmark. Time, 1:01:12.

Three heat match between Iver Lawson, Salt Lake City, and Joe Fogler, Brooklyn—First heat (half-mile scratch) won by Lawson. Time, not given. Second heat (one mile pursuit) won by Joe Fogler in 8 laps. Time, 1:47%. Final heat and match (one mile scratch) won by Fogler. Time, 2:40.

Patrick Henry Logan, the South Boston orator and bicycle rider, gave E. F. Root, a frequent six day winner, two lessons in

following pace at the Boston velodrome Tuesday night, 7th inst., with about 4,000 persons looking on. Root decided he did not want to include pace-following in his curriculum, as Patrick Henry's oratory and riding combined were too much for him.

Root's debut at following pace was not as successful as he might have wished. The former six day champion found it much harder to hold the roller on the pacing machine than he had imagined and Logan had little trouble in winning both heats of the match. The first went for two miles and Logan finished in 3:34, the three miles heat being covered in 5:233/6.

After three heats had been disposed of the final of the half mile open brought the qualifiers to the mark. Moran and Lawson, who were among the number, got a bad start and Fogler simply ran away from the field, with the Bedells and Krebs making a desperate fight for second. John Bedell was returned the runner-up.

George Wiley gained a lap on the entire field in the ten mile open, but it was not given to him, the claim being made that he accepted pace against the rules. In the final sprint Lawson won, with John Bedell again second, Root third, and Bardgett fourth.

The five mile open for the simon pures was marred by a fall in the first mile, in which Ellis, Hills and Stillman scraped up a few splinters. Ellis was badly injured and had to be removed to the hospital suffering with a multiplicity of injuries. George Cameron, of the Irish-American A. C., of New York City, gave Joseph Currie, or Boston, a hard fight, the visitor losing by a few inches. Sherwood finished first in the mile consolation. The summaries:

Five mile open, amateur—Won by Joe Currie, Boston; second, George Cameron, New York City; third, J. S. Grant; fourth, H. McPartland. Time, 12:1945.

Half mile open, professional—First heat won by Iver Lawson, Salt Lake City, second, Menus Bedell, Lynbrook, L. I.; third, James F. Moran, Chelsea. Time, 1:02½. Second heat won by Joe Fogler, Brooklyn; second, Walter Bardgett, Buffalo. Time, 1:03½. Third heat won by Floyd Krebs, Newark; second, John Bedell, Lynbrook, L. I. Time, 1:09½. Final heat won by Fogler; second, John Bedell; third, Menus Bedell; fourth, Floyd Krebs; fifth, Bardgett. Time, 1:04.

Ten mile open, professional—Won by Iver Lawson, Salt Lake City; second, John Bedell, Lynbrook; third, E. F. Root, Melrose; fourth, Walter Bardgett, Buffalo; fifth, W. L. Mitten, Davenport; sixth, N. M. Anderson, Denmark. Time, 22:56.

Paced match between Patrick H. Logan, of Boston, and E. F. Root, of Melrose—First heat (two miles), won by Logan Time, 3:38. Second heat and match (three miles), won by Logan. Time, 5:234%.

One mile consolation—Won by C. A. Sherwood, New York City; second, Dennis Connolly, Boston; third, R. W. Lake, Boston. Time, 2:22.

#### PROPER POSITION OF THE SADDLE

Determined Largely by Personal Experiment—Advocate of Backward Position

Advances Arguments.

While it is true that the tendency to "sit over one's work" is not carried to the absurd lengths it was some years ago, when cyclists were not content with forward saddle pillars, but placed their saddles on the extreme ends of the pins, we believe that the majority of cyclists would derive greater satisfaction from their machines if they placed their saddles further back, says the Irish Cyclist. It is not possible to lay down any definite rule as to where a saddle should be placed. Personal idiosyncracies enter largely into the matter, and the general design of the machine has something to say to the subject also.

In the early days of the safety bicycle it used to be laid down as an axiom that the saddle should be placed in such a position that under no circumstances could the end of the handlebar come in contact with the rider's knee in turning a corner; while a more recent formula for deciding saddle position was to hang a plumb line from the peak of the saddle, and see that it fell behind the crank when the latter was in a horizontal position. The correct position cannot be found by either of these methods. Each rider must experiment for himself, giving each change of position a reasonably lengthy trial. It may be taken as a general rule, however, that the majority of riders put their saddles too far forward.

"Fashion in cycling matters generally runs in extremes, and jumps from one extreme to the other. Just as it was the fashion in the early days of the rear-driver to assume too backward a seat, it became the fashion some years ago to sit as far forward as possible.

In favor of the "over-one's-work" position it was urged that it enabled the rider to utilize his weight in propelling the machine. To a certain extent this is true, but it only applies in the case of a heavy and clumsy rider, or one using a very high gear, and with no pretension to correct pedaling. It has also been urged that by sitting as far forward as possible the weight of the rider is more evenly distributed over both of the wheels, and that consequently side slip is minimized; but, as a general rule, it may be taken that the placing of twothirds of the rider's weight on the back wheel and one-third on the front, gives the best all-round results, and tends to minimize side-slip to a greater extent than an excessively forward position.

The two greatest objections to an extremely forward position are that it compels the arms to carry too great a proportion of the weight of the body, and that a good deal of the vibration of the front wheel is communicated to the rider. The latter is

a consequence of the former, and a further consequence is that, even with the most correctly designed machines, the steering is not so sweet as with a moderately backward position all the time, as it were.

When the greater proportion of the weight is carried by the back wheel, and the weight of the upper portion of the body is not thrown on the handlebar, the front wheel should have a castor-like action, tending to run in a straight line. We have never been able to secure perfect steering without putting the saddle in a moderately backward position.

The greatest benefit of a moderately backward position is that it enables one to use the ankles effectively—in fact, it encourages ankle action. Perfection in ankling



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tends to the economy of side-slip. Further, it enables one to more effectively employ the powerful muscles of the thighs, and in hill-climbing to utilize the strength of the arms.

We would advise our readers, the same authority continues, to experiment in regard to saddle position, and we are pretty sure that the majority of them will find that their riding will be pleasanter with their saddles further back. Extremes must be avoided, and the man who has been riding with the peak of his saddle over his crank bracket must not expect to find himself going farther and faster by reversing his saddle pillar and getting six inches or more behind his work. In fact, such a radical change would completely upset his style, and he would at once conclude a backward position did not suit him. The saddle should be moved backward little by little, and the rider should accustom himself to each change of position before again altering it; and he should further bear in mind that as he goes backward, it will be necessary to go slightly downward also, so as to maintain the same distance between the saddle and the crank bracket.

#### SLIGHTLY MIXED AT SALT LAKE

Lively Competition for Control of the Racing Situation—Building of a Fourth Saucer Threatened.

Things have been stirring at a lively rate in Salt Lake City since the Bicycling World's exclusive announcement of a new saucer track to be erected at Salt Air, by the big amusement company which controls the resort, and that John M. Chapman, formerly manager of the Salt Palace saucer had been engaged to manage the new track. The racing situation in the Mormon city is strained to the bursting point and developments are expected every day. Instead of three tracks in Utah the coming season, there threatens to be four, the latest rumor being that Harry E. Heagren, manager of the Salt Palace saucer three years ago, and who recently managed the Glenwood saucer at Ogden, together with W. P. Fowler, has interested sufficient capital to erect a new track in Salt Lake City.

The Salt Palace saucer has been leased to Frank Swensen, City Treasurer, and A. E. Olson, for the present season, but as yet no manager has been secured. It is understood that Iver Redman, a former racing man, W. D. Rishell and F. E. Schefski, as well as Harry Heagren, are after the plum. Who will get it is yet to be seen.

Although Swenson and Olson have the track it is stated that Harry Heagren has signed all the local riders with the exception of Hardy Downing and F. A. McFarland. This includes all the amateurs. It is stated that the contracts are drawn up in legal form in order to make it binding, and that Heagren gave each rider a dollar as part of the consideration which such rider was to receive when riding under Heagren's management. Of course Heagren is after the Salt Palace saucer, and as he is said to have all the riders it is likely that Swenson will retain him for manager, to the discomfiture of Redman, Rishell, Schefski and others who want it. In fact, Fowler, who is associated with Heagren, has stated that if Heagren is not made manager of the Salt Palace saucer there will be another track in the city, plans for which already have been drawn, and an option secured on ground sufficient to build it upon.

Notwithstanding the announcement that Heagren has secured most of the riders Chapman is not worrying. He says Mc-Farland and Downing, as well as Clarke, the Australian, will ride at Salt Air and that it will be easy to secure a bunch of Eastern professionals. There will be plenty of room for new professionals if all these tracks materialize. The announcement of the new manager for the Salt Palace saucer, which is expected shortly, will clarify the muddled situation in Zion. Without venturing a prophesy it looks very much like Heagren.

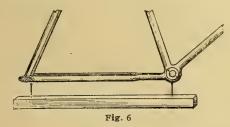
#### **CONSERVING POWER IN CYCLING**

Suggestions for Securing Correct Transmission, which Includes Use of the Feet— Ankle Action Illustrated.

Dealing with the importance of correct transmission, H. Butterfield, in Cycling, points out very clearly how on many bicycles a great deal of power is lost, and gives simple methods of correcting mechanical faults that, although wasting much of the rider's effort, might otherwise escape unobserved.

Possibly there may be objections to including any portion of the rider in the term "transmission," which on a bicycle is generally held to consist of the chain and sprockets, he says, and in the case of variable gears to also include the pinions and other moving parts of such devices. I include the rider's feet and ankles, for this reason; the power that drives the machine is mainly that of the large muscles of the

tend slightly and evenly until position No. 2 is reached. By this time the power of the leg muscles has fallen off almost to the minimum, and the stroke is finished with a rapid "clawing" movement of the foot, which takes the pedal past the dead center to the position shown in No. 3. The pedal now

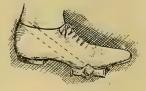


begins to ascend, and the foot is raised quickly into position No. 4. This can be done very quickly, so that there is no weight on the rising pedal. The foot, in fact, should get a slight "lead" of the pedal, which is now being caused to rise by the power being simultaneously applied to the other pedal. The toe is then slightly raised until it is as shown in Fig. 5. The leg is now in such a position that the calf and

chines fit pedals that are absolutely trashy. Present methods and the craze for cheapness have given us pedals that look all right when new, but are quite unfit for hard work. There are still a few good ones to be had, however. Keep the pedals clean, properly adjusted, and oil them frequently and regularly. If a pedal pin gets bent have it straightened at once, but as it is not always easy to straighten a tapered pin, it may sometimes be better to get a new one—the cost is very low.

With regard to the bracket, it should be seen that the spindle is true, cranks straight and dead opposite each other (180 deg.) and that the chain wheel (or sprocket) is set true on the crank. The sprocket should be true in every direction. If slightly eccentric, it will cause the chain to run tight and loose in every revolution; if bent out of its plane, it throws the chain out of line. See that the bracket cups run true, are a good fit in the thread of the bracket shell, and are not forced out of center by the holding cotters. Having adjusted your chain, make certain that the hub spindle is perfectly parallel with the bracket spindle.







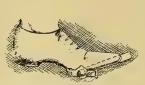




Fig. 1

Fig. 2

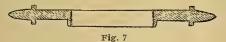
Fig. 3

Fig. 4

Fig 5

thigh and calf, the actual power exerted by the ankle and foot being small in comparison, but the importance of a correct series of movements of these latter parts cannot be over-estimated. A man may have the strength of a giant in his legs, but if he cannot apply this strength in a smooth and easy manner through his feet to the pedals, and thence through the chain to the back hub, he will never ride either fast or far with comfort and satisfaction to himself.

We will assume, then, that everything outside the rectangle is as right as right can be—the rider is sound in wind, powerful in limb, endowed with "road sense," possessed of good brakes, equipped with good



tires on well and truly built wheels, and has found the correct position for saddle and handles. All these things count, of course, but does he "use his feet" properly? In other words, has he good ankle action and style? My idea of correct ankle action is this; at the commencement of the stroke the toe should be slightly higher than the heel—this causes a little more flexion at the knee joint, but enables the big muscles under the thigh to be effectually brought into play. As power is applied and the pedal follows its path, the foot should ex-

thigh muscle cannot supply much effective power, but the foot and ankle can here exert as much or more than at any other part of the stroke. The pedal is, therefore, pushed over the dead center mainly by the action of the foot alone, which then assumes the position shown in Fig. 1, and the whole series is repeated. Having seen the correct method of applying the power, we will now consider the pedals, and be it remembered that every atom of driving power goes through them. There is only one correct position for the foot, viz., with the center of the ball of the foot immediately over the center of the pedal pin. The foot should be as near as possible to the face of the crank, and parallel, or nearly so, with a line drawn through both hubs. Beginners should particularly endeavor to obtain correct foot position, as a bad style once adopted is difficult to improve, though it can be done, of course. Nearly every good rider has good style at the pedal, and though a very few good men have departed from the correct position, they were good in spite of and not because of it; they are the exceptions that prove the rule.

The pedals themselves should be good ones. If you have selected a machine equipped with flimsy pedals, having frames—I am writing of "rat-traps"—that can be "waggled" about, tiny bearing cups and balls only one-eighth of an inch or less in diameter, get good ones in their place. Many makers of otherwise first-class ma-

This is easily done with a stick and two pins. Place one pin in the stick near the end, put its head exactly under the center of the bracket spindle, then stick the other pin in so that it drops into the center of the hub spindle; now try the ends of the spindle on the other side of the machine. When the two axles are parallel the pins will drop into the centers on either side.

See that the chain line is the same at the bracket and the hub. Measure the distance from the center of the diameter of the seat tube—or, in other words, the center line of the frame—to the center of the teeth on the bracket sprocket. Then measure the distance from the center of the hub to the center of the teeth on the rear sprocket.



These should be exactly the same, and if the bracket and hub axles are parallel, the wheels are in correct alignment. Chain line can also be tested with a straight edge laid across the bracket wheel, and, if the wheel is true and the axles parallel, the other end of the straight edge should just touch the "shroud" on the hub ring (see Fig. 7). Fig. 8 shows the method of testing chain line with a straight edge.

Just a final hint with regard to pedaling. Many riders cannot ride without toe-clips or some other device, such as blocks, and a good number of fast riders use both. The choice of toe-clips is largely a matter of individual fancy, but a tip concerning blocks is a really good one. It consists of three pieces of leather riveted on the sole of the shoe with two slots for the pedal plates. The shape of the slots is such that a slight amount of side movement can take place, and this prevents any stiffness in the foot and ankle. This method of slotting the shoes is one that has been in vogue for yaers amongst experienced riders. The slots are not deep and cannot get wedged in the pedal, so there is nothing to give trouble in the case of a rapid dismount. If riders will enlist the services of the local boot repairer in this connection, and themselves carefully follow out the other hints given here, they will, I am confident, immediately appreciate the benefits and the importance of correct "transmission."

#### Why New York Has Many Poor Roads.

Every citizen in the State of New York is so used to feeling proud and asserting that his State is the wealthiest State in the Union, that to him the facts in regard to the condition of the highways of the State will seem strange. The 933 towns in the State into which the counties are divided, are charged by statute with the care and maintenance of the highways and bridges existing in each town. The total mileage of highways cared for under this statute is 74,000 miles. The average tax levy in each town for the entire State is \$44 per mile. The total highway tax levy in money and labor is \$3,284,000, a very large sum of money, until one realizes that this money is only to care for the highways between the melting of snow in the spring and its return in the fall, and that \$44 a mile means that each highway commissioner has eight miles with which to care for and maintain each foot of highway in the town during the season. With this money he must grade it, turnpike it, put on permanent material, build sluices under five feet, remove the loose stone, and keep it smoothed from ruts. It is very evident that both under the labor system and the money system alike, no persistent improvement can be made in the highways of the State except in the very rich towns, unless the highway system is changed, and changed

#### Independents Elected Their Ticket.

The independents snowed under the regular nominees, headed by Dwight Patterson for president, at the annual election of the New York Motorcycle Club on Wednesday night last. The successful ticket was as follows: President, Arthur J. Bendix; vice-president, Dwight Patterson; treasurer, Frank M. Manning; secretary, Earle L. Ovington; captain, A. G. Chapple; first lieutenant, F. N. Dalton; second lieutenant, David Molin; derectors, F. B. Widmayer, Mich. E. Toepel, Geo. P. Jenkins, F. W. Horenburger.

#### LONG TOUR ON TRYING ROADS

Four Motorcyclists Penetrate the Far West -Their Travels Serve to Make Them Good Road Advocates.

Although it was undertaken without flourish of trumpets one of the most ambitious motorcycle tours of the past twelve months was participated in by J. and E. W. Arnold and M. C. and A. C. Kinzie, all of St. Paul, Minn. They started from Indianapolis late in November and the Kinzies are "still going it" over the southern route through Oklahoma, New Mexico and Arizona to Los and travel. This was in gumbo soil, which when dry was like cement. The weight of our machines would not even break the sharp points off of the ground. For seven miles in Missouri we rode the railroad ties and we rode across the Gasconde river railroad bridge as well."

#### Bigelow Wins the "Two-Fifty" Scorch.

Although not much mention was made of it, the time-honored "Two-Fifty Scorch" from Chicago to Pullman was held as usual on New Year's Day. Henry Bigelow, who finished fourth in last year's race, was the first rider to cross the line, his time for the 14 miles being 32 minutes. T, Moffatt was a half minute behind at the finish, and



THE FOUR TOURISTS PREPARED TO LEAVE INDIANAPOLIS

Angeles. The Arnold brothers stopped at Denver, which was as far as they had intended to go. The quartet, with the 3 horsepower Wagner motorcycles, which they rode, are shown in the accompanying illustration. Learning of the intended journey and realizing that it would be an arduous one, the G & J Tire Co. embraced ta opportunity to put their new raised flat tread tires to the test. All of the Wagners were so equipped and the tourists say that the tires proved their worth.

"The roads were fine after leaving Wichita, Kan., except for a few sand places, but to be true, we found roads as good as a race track in places," says E. W. Arnold in a letter describing the trip. "We had awful going through Missouri and eastern Kansas. Words can give no full realization of the road conditions, as once it took us all of the forenoon to make but 22 miles. We could not ride faster than a walk, and many times we would bump the rims so hard we would think surely they would collapse, but the air stayed in the tires and we came through all right.

"We rode 2,002 miles to Denver, which was equal to at least 6,000 miles of ordinary riding as I know from experience. We rode for miles through Missouri over roads where no soil was in sight-nothing but sharp gravel and rock. In Kansas we had four days of rain, and of course the roads were traveled and badly cut up by horses

Alex Peterson finished fourth. Fred Nelson, a five times winner, could not do better than finish fourth in 33:10.

This was the eighteenth annual race started by the Two-Fifty Club in 1899, when it was no easy matter to push a highwheeled bicycle a mile in 2 minutes 50 seconds, and only those who could do so were eligible for membership.

This year's affair did not attract as many riders as ran in the "scorch" of 1907, but the road was in excellent condition in contrast to the conditions of a year ago, so that fast time and an exciting race developed. Eighteen riders started and all but five finished. One of the competitors was Dr. N. A. Coleman, 76 years old, of Pullman. He made an excellent showing and finished thirteenth.

The course was from Thirty-fifth street and Grant boulevard to Pullman, ending at the Florence Hotel at that place. The finish between Bigelow, Moffat and Peterson was exciting for the last two miles. Bigelow proved his stamina, as he has done upon several occasions this year, and won by a comfortable margin. The summary:

1	Henry Bigelow	32:00
2	Thos. Moffatt	32:30
	Alexander Peterson	
	Fred Nelson	
5	M. Herrick	33:40
б,	Fetchell; 7, Cutler; 8, Gruder; 9, T	uttle;

10, Peterson; 11, Morse; 12, Cook; 13, Dr. N. A. Coleman.

#### POLICE STOPPED THEIR RACE

Six Days Race Fires Ambition of Eastside Kids and Affords Real Excitement— Real "Amateurs" Compete.

The six day race had its effect on the kids of New York's great eastside.

When Walter Bender, age 17, of 40 Division street, New York City, said to his friend, Guiseppi Nardiello, of 231 Henry street, as they were riding together one night:

"I think it is a darn shame that us fellers can't have a race like the six day race," the aforesaid Giuseppi concurred in all that he said. The boys rode on silent for awhile when suddenly a brilliant idea struck Walter.

"I say, Joe," for Giuseppi means "Joe" in English, "let's get up a race."

"Sure," said Joe, and the ball was set rolling. The news spread fast through the east side. For it had been decided to hold a four hour race around Union Square. It was to be a real amateur race, too, with a real shining silver medal for first prize, \$1 in cash for second prize, and 50 cents for third prize. For such is the youthful idea of amateurism.

When Bicycle Policeman O'Sullivan chanced to ride around Union Square early last Sunday afternoon he wondered why so many boy cyclists were riding around and around the park with heads down and with other excited youngsters cheering them on. Naturally he investigated and when he called upon the bunch to stop they only laughed at him and went faster. After considerable trouble O'Sullivan was "put wise." When the officer got hold of Bender, who seemed to be the ringleader, the latter told the "cop" to go on about his business as they had a permit to run a race. O'Sullivan thought it strange he had not been notified about it, so he rode around to the station and made inquiries. The sergeant hadn't heard anything about the race so O'Sullivan was sent back to arrest the riders.

He did not have much trouble in coaxing the boys to follow him to the station, but the spectators would not disperse until the reserves were called out. At the station Bender, Lamphear, Collins, Silbersky and Nardiello were put in the most comfortable cell to await the opening of the night court. There the five told their story to Magistrate Droege. The Court smiled and lectured the boys "severely," saying that inasmuch as they tried to get the Mayor's, the Police Commissioner's and the Park Commissioner's permission, he thought they did not break any law intentionally and discharged them. Bender was the spokesman for the party and said:

"There's no good courses for a bicycle race around Division street, so we thought we would hold a race around the park. Silbersky and Collins were the Irish-German team, Nardiello and I were the Italian-Hebrew team. Lamphear is a Swede, and we didn't give him a partner. We wrote to the Mayor and Commissioner Bingham, and their secretaries referred us to the Park Department. When we went to the manager of the parks the place was empty, and we asked a man in the hallway for a permit. He says, 'Sure, you can race your head off if the cops don't have an entry.'"

#### Teams for the Kansas City Grind.

Kansas City will see its first six-day grind in many years during the week beginning January 20th, but unlike the New York race the Missouri contest will last only eight hours each day. Jack Prince, who will promote the affair, has the track in Convention Hall about completed and most of the professionals in the East who are to ride will leave for Kansas City after the Boston meet to-night. So far seven teams have been secured, which number will be augmented by several Salt Lake riders. The teams are: James F. Moran and Iver Lawson, E. F. Root and Joe Fogler, A. W Holbrook and N. M. Anderson, George Wiley and C. A. Sherwood, W. A. Bardgett and W. L. Mitten, Fred West and S. H. Wilcox, and Thomas Morgan and Fred Sen-

#### Major Taylor to Race Again.

"Major" Taylor has once more emerged from retirement. After returning from abroad last fall Taylor said that all he wanted was "to be let alone," but according to advices from Boston the negro crack has started training for the next "six days" race which is scheduled to take place on the indoor track in that city beginning Monday, February 17th. This announcement is in the nature of a surprise as it shows that Taylor evidently intends to return to the track this season. It is not stated who will team up with the negro in the Boston race, which will not be a grueling affair, as it is to last only four hours each day. Walthour also arrived in Boston this week and has begun training. It is expected he will ride in the "six days" event, also.

#### Four in the Year's First Century.

So far as is known the credit of making the first century run of the year is divided between four riders—C. B. Ruch and A. H. Seeley, of New York City; Arthur Kinloch, of Paterson, and Sylvian Segal of Brooklyn. Accompanied by five other riders, who did not finish, this quartet started from Bedford Rest, Brooklyn, at 12.05 a. m., January 1st, and although the roads were in none too good condition they finished the hundred miles before noon. The other five riders were compelled to give up from a variety of causes, punctures being the chief bugaboo they encountered.

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#### Removal of the Driving Pulley.

When it becomes necessary to remove the driving pulley from an engine it is essential to proceed with care in order not to strain the shaft or risk smashing the crank case as might be done with reckless treatment. The nut and lock nut on the outside the pulley may be readily withdrawn by turning the crank shaft over until the compression begins to hold it and then tapping the end of the wrench smartly with a hammer. Attempts to clamp the pulley or shaft against turning while using the wrench are apt to be rewarded with scratched knuckles if not a bent shaft end. The pulley itself, being tapered, requires merely to be started in the proper way in order to come off easily.

The tempatation to do this by driving a wedge between the back face of the pulley and the crank case should be resisted, however, because of the softness of the aluminum and the danger of cracking it. If tapping the inner rim of the pulley gently all around fails to start it, it may be found necessary to resort to wedging after all, but in this case, only wooden wedges should be used, and they should be applied in pairs on opposite sides of the shaft, the latter being turned from time to time until the pulley starts, in order to prevent straining the shaft unequally. In a very obstinate case, a regular "pulley-puller," or jack should be used, which every machine and repair shop affords, and which is certain

to do the trick without harming the motor in the least.

#### Test for Weak Valve Springs.

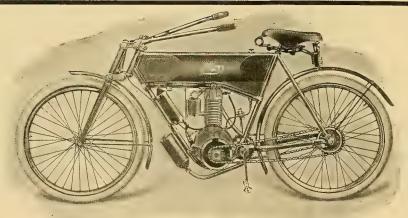
It sometimes happens that a motor which has lost its liveliness of action will be found on examination to be suffering from weak valve springs. Invariably this prevents proper closing and to some extent in terferes with the timing of the motor. A good test for this complaint is to insert the end of a screwdriver blade between two convolutions of the spring and twist it slightly so as to increase the tension. It an improvement in the running is visible at once it may be taken for granted that the difficulty is resident in the valves and in the particular valve under examination. ilarly a test for too strong a spring is merely to press lightly toward its fixed seat with the screwdriver blade, paying careful attention to the effect on the motor.

The apparent requirement of a stronger spring, however, should not invariably be taken as proof positive that one is required. In case the valve stem happens to be bent out of line, or is too tight a fit for its guide, the sluggish action which this develops may result in a loss of activity on the part of the motor which the increased strength of the spring will apparently cure. Hence when replacing or strengthening a spring which seems to be over weak for its work, see that the stem runs straight in its guide.

#### About Using Bowden Wires.

Having in mind in all probability the great number of outside lever connections of British and Continental machines, the Motorcycle sets forth a number of do's and dont's for the guidance of the rider which are doubtless of value to such as are accustomed to handling arrangements of this sort. "Bowden wires," the writer remarks, "serve a multitude of purposes on motorcycles, provided they are properly fitted." The following are points to which he calls attention:

- 1. Never cut a Bowden wire without first soldering the strands.
- 2. In soldering wire into nipplé, let the solder run right through.
- 3. Thread the wire through the nipple for 3-16 in., spread out its ends, fill centre of petals with solder, file down tidily.
- 4. A special key is desirable for the tiny adjusting nuts to which the makers are so deeply attached.
- 5. Where pull-off springs are used, as in rear rim brake, put a liner of soft kid under the clip, and screw up powerfully with a fine screwdriver.
- 6. Shorten wire as soon as it frays near a nipple.
- 7. Never start a tour or long run with adjustments set out near limit. The final stretching comes quickly.
- 8. Some dealers stock mechanical nipples, needing no solder. Two or three of these should be carried as a safeguard.



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The Week's Patents.

873,968. Electric Spark Plug. Frederick B. Thatcher, Providence, R. I. Filed Jan. 31, 1907. Serial No. 355,035.

1. In a spark plug, an outer shell having one end formed with screw threads on its interior and its opposite end formed with screw threads on its exterior, a shoulder formed on the interior of said shell intermediate its length, an outer core member extending in one end of said shell, and having an inner annular lip, a packing sleeve around said outer member engaging said interior threads and abutting said lip, an inner core member extending within the inner core member extending within the other end of said shell and having a lip engaging said interior shoulder of the shell, the outer portion of said last named end of shell being enlarged on its interior, a sparking point rod extending through said core members, a sparking point on said rod projecting into said enlarged interior of the shell, a collar on said rod to the rear of said point abutting said inner core member, said end of the shell surrounding the inner core member being formed with two oppositely disposed openings which expose said sparking point, and a wire terminal secured to said last named end of the shell at right angles to said openings thereof.

874,401. Ball Bearing. Freidrich Greiner, Berlin, Germany, assignor to The Firm of Maschienbau-Anstalt Altenessen, A. G., Altenessen, Germany. Filed July 23, 1907. Serial No. 385,144.

1. A ball bearing comprising in combina-tion an inner ring, an outer ring, large balls tion an inner ring, an outer ring, large balls in the annular space between said rings, two flat rings having a plurality of slots arranged between said rings covering said balls in said annular space, a plurality of bridges having holes and small pins on their ends arranged between said balls and at right angles to said flat rings, said pins passing through said slots and connecting said flat rings together, and small balls in said flat rings together, and small balls in said holes between said large balls.

867,207. Fly Wheel Construction for Gas Engines. Archibald J. McColum, Chicago, Ill., assignor to Armac Motor Company, Chicago, Ill., a Corporation of Illinois. Filed Dec. 21, 1906. Serial No. 348,855.

1. A fly wheel, said wheel being constructed of two discs each of which has an annular rib at its periphery, an outwardly extending boss located on each of said discs, there being a taper socket in said bosses, an outwardly extending hub at the center of each of said discs, a rod mounted in each of said hubs whose external diameters are coincident with the external diameters of the hubs, each rod having means for securing and holding it in position and a steel sleeve fitted over each rod and the ex-terior surface of the adjacent hub, for the purpose set forth substantially as described.

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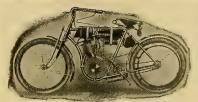
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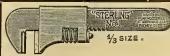
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FOR SALE—F. N. Big Four motorcycle, in fine shape. Price \$250; good reason for selling. R. BELL, 1005 McGee St., Kansas City, Mo.

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Volume LVI.

New York, U. S. A., Saturday, January 18, 1908

No. 17

#### PEACE IS RESTORED AT READING

Warring Factions in Reading Standard Co.
Reach an Agreement—Receiver is
not Appointed.

The dove of peace has alighted on the Reading Standard Co., at Reading, Pa., and the internal dissention that caused such an upheaval has been stilled. The result was effected without the appointment of a receiver, for which W. F. Remppis, the organizer and treasurer applied, basing his action on the allegation that certain of the directors had "combined and conspired" to force him out of the company and to deprive him of his life's work.

It required some mighty effort to harmonize the conflicting interests and in the work of pouring oil on the troubled waters, W. H. Crosby, of the Crosby Co., was a leading factor. He remained on the scene for several days.

Three appearances in court were necessary before the truce was declared, Judge Endlich twice continuing the hearing in order that the two factions might "reason together" although one of the counsel expressed fears that the differences were irreconcilable.

"My observation has been that it is easy to appoint a receiver but powerful hard to get rid of one," remarked the court.

After numerous conferences and a meeting of the stockholders, the attorneys for both sides appeared in court on Thursday last and reported that matters had been "satisfactorily adjusted."

After congratulating counsel upon the success of the harmony plan, Judge Endlich entered the following order:

"It appearing from statements of counsel, that the directors and stockholders of the Reading Standard Company, one of the defendants, have arranged to raise \$30,000 for the purpose of carrying on the busi-

ness of the company, the matter of the appointment of a receiver is postponed, pending the efforts of the corporation to adjust with creditors the time for payment of their claims respectively, with leave to parties to renew the motion for a receiver, should such adjustment with creditors fail, or should other circumstances seem to require a receivership." Arrangements to obtain the necessary money have been effected.

The terms of the peaceful settlement have not been made public but it is not believed that the Remppis opponents have disposed of the stock, as appeared probable. When several of the creditors offered to accept their proposal to sell out below par, they explained that the proposition had not been made seriously and that they had been misunderstood.

In reporting the application for a receivership, it was stated last week that the assets of the company were \$202,309.81 and the liabilities \$122,866.75, whereas the latter figure really represents the excess of assets over liabilities, the latter aggregating but \$79,542.82. The dropping of a figure 1 also made the value of unfilled orders one hundred thousand less than is the case—\$31,243.21 instead of \$131,243.21.

#### To Make All Coaster Brakes Armless.

A. J. Musselman, the Pope Mfg. Co.'s energetic western jobbing salesman, who perfected the Musselman armless coaster brake which was taken up and now is being marketed by the Miami Cycle & Mfg. Co., has invented a little attachment which renders it possible to dispense with the arm on all coaster brakes of whatever manufacture. The device is about the size of the half-dollar coin and is very readily applied.

#### Pearson Purchases the Property.

Prosperity evidently has smiled on C. W. Pearson, the veteran dealer in Vineland, N. J. He has just purchased the building in which he has been carrying on his bicycle business.

#### **EXHIBITS AT SPORTSMAN'S SHOW**

Bicycles and Motorcycles to Have a Row of Their Own—The Machines that will be Displayed.

Six bicycle or motorcycle exhibits will be included in the Sportsman's Show which will open in Madison Square Garden, New York, on February 20th, and continue for 15 days thereafter. They are as follows: F. A. Baker & Co., Indian motorcycles and Pierce bicycles; Ovington Motor Co., F. N. motorcycles; J. F. McLaughlin, N. S. U. motorcycles; Tiger Cycle Works, Racycles and Curtiss motorcycles; New York Sporting Goods Co., Hudson and Victor bicycles and Royal motorcycles, and G. V. Lyons, Wagner and Minerva motorcycles. though there are but six exhibitors, they thus will stage no less than four different brands of bicycles and eight brands of motorcycles.

They will occupy one side of the first gallery on the 27th street side of the Garden and as that veteran cyclist, Alex Schwalbach, is in charge of the publicity department of the show, the bicycles and motorcycles probably will receive more notice than has been the case with other exhibitions. It was due to his efforts and cycling interest, that the home trainer tournament, which is to form one of the sporting features of the show, was included in the program.

#### Enterprise Gets G & J Tires.

The G & J Tire Co. have discontinued their Boston branch at 204 Columbus avenue and turned over the New England agency for their well known tires to the Enterprise Rubber Co., of Boston, of which William E. Barker is president and treasurer. D. B. Price and R. J. Barker, who "covered territory" for the branch house, will continue in similar capacities for the Enterprise people.

#### **NEAT STORES AS TRADE MAGNETS**

Attractiveness of Well Arranged Window Displays—Cleanliness and Courtesy as Interior Attractions.

Once there was a boy whose distinguishing character was the fact that he would never keep his hands clean. In despair his mother showed him a pretty ring which she promised him as a reward for carefully washing his hands three times a day for a month. At the end of one week of religious observance of his promise to do so the allurements of the old life claimed him for a victim and he fell from grace with a great crash to the extent that soap and water seemed put out of his life forever.

Whether or not this brilliant scheme of the mother was the demonstration of the faculty which philosophers (and women) are pleased to call woman's "sixth sense," it failed, as demonstrations of the sixth sense usually do. The father then came to the rescue with a little common sense and gave the boy the ring. Thereupon he became so proud of his hands that they have never been known to be dirty in company from that day till this, says Bert Twigley.

It is a well known fact that in manufacturing concerns clean surroundings tend to a higher standard of workmanship from the employes. If this is true of a factory which is usually hidden away from the public gaze, what must be the moral effect of clean surroundings in a retail business which has to depend upon the public for its welfare? If neatness in the store and display window is attractive, elegance must be decidedly alluring. That this latter is a fact is proven by the elegant stores of many twentieth century hardwaremen who have taken advantage of the popular demand for cheerful surroundings to incorporate into their places of business a tone of elegance which would have been the wonder of tradesmen of thirty years ago, the majority of whom believed that a hardware store should consist of a few counters and shelves and a stock of goods (there are many of them still in business).

The growing tendency of the times, especially in the cities, is one that demands modern methods. And in adopting these methods it is but natural that the window should receive the first share of attention, as it is a magnet, having power to convert the indifferent public into interested customers.

Starting with the display window, many a merchant has discovered that the interior of the store has gradually taken on a more modern aspect, until in course of time the entire store has undergone a radical change from the result of a small beginning. For a good window display has a greater effect than the direct sales which it will be seen to accomplish from day to day. It influences clerks in the store, encourages them

in habits of neatness and in keeping the stock clean and in systematic order to correspond with the window. The public looks upon the store having tasty window displays as one in which a complete and well arranged stock, polite and well dressed clerks, and other attractive features, will be found. But they do not look for these things behind unclean and disorderly windows.

The effect of these things on trade is so enormous as to defy reasonable estimate. The merchant who wishes to prove this will not have far to seek, as examples of such stores abound on every hand.

#### Persons Produces a New Tool Kit.

The Persons Mfg. Co., Worcester, Mass., have added another specialty to their line—the tool kit, shown by the accompanying illustration. It is made of full weight oak sole leather, the front, bottom, back, top and flap all being one piece. The ends are double hand stitched in with waxed flax,



to which a second piece is riveted in as is shown in the cut, this making the kit more solid than if it were made of light metal; at the same time there is no tendency for the tools to rattle as they do in metallic cases. The Worcester manufacturers claim that there is about twice the amount of leather used in this kit as in the tool rolls made of split leather.

The holders are simple but effective. The sheet metal supports at each end of the kit have recessed interiors into which set square nuts with which screws passing through the kit engage. These square nuts are nearly equal in diameter to the clearance of the interior of the support and cannot turn around, thus it is manifestly impossible for same to jar loose, and the kit slip from its place. These nuts are engaged by fillester head screws, pointing downward through the kit. Large copper plated washers under the screws additionally bind and protect the leather. The collars encircling the top tube of the machine are cut from stripped steel with rounding edges; that is, they are not cut from sheet steel stripped to the desired width.

A special feature of the kit is that it will go on the top tube of any motorcycle in which the tank is carried below the top tube, without its being necessary to entirely remove the tank in order to get the collars attached. The retail price is \$2.25, but for thirty days the Persons Manufacturing Co. will send one of the kits by express prepaid to any user upon receipt of money order for \$2.

#### DILLINGWEED'S WONDER-WORKER

The Kentuckian Calls It a Gyrocycle and It
Will Accomplish Some Most Amazing Stunts-Maybe.

Dillingweed-Daniel Dillingweed, whose home is in Kentucky-post office address unknown, and Kentucky is a very large State as far as post offices are concernedis making ready to revolutionize motorcycling and the motorcycle. Daniel's efforts are being directed toward assisting those persons who have difficulty in maintaining the equilibrium of the mounts-who cannot make it stand up, in other words, and to this end press dispatches say that he has developed an arrangement whereby the machine will stand alone, continuously and automotically, with or without its rider being in the saddle, and whether running smoothly over level ground or twistly madly around snaky turns on a hilly road.

Furthermore, by the adaptation of a "wonderful principle" to the single track machine, it will stand all night without being leaned against the barn wall, will wait in the street while its rider stops for wayside refreshment and not lie down, and will carry him safely home thereafter in case he overestimate the requirements of his inner man in the refreshment line.

Dillingweed styles his wonder-worker the Gyrocycle, which explains in a word that the self-balancing proclivities of the machine are due to the virtues which command the self-possession of a top, and not to the offices of a third wheel or a balloon, as might have been expected. Unfortunately for a public thirsting for "news," the details of this contrivance have not as yet been offered for popular consumption so that its appearance as well as its probable performance must be left largely to the active imagination.

#### Who Owns This Case of Goods?

In the depot of the San Antonio & Arkansas Pass Railroad away down in Cuero, Texas, there is a case of bicycle goods, about which the owner doubtless is fretting. Delivery cannot be made because neither the consignor nor the consignee is known.

The case was not waybilled and it bears no marks that afford a clue to its ownership. .The railway's officials finally broke open the box and discovered that it contains bicycle goods, but of the contents, the only things that bore the full address of the maker was some of the products of the Persons Mfg. Co., Worcester, Mass. The railway company appealed to the Persons people for assistance in locating the owner but as the latter have no missing shipment, it seems likely that the case was shipped by some jobbing house. Any one who can prove ownership will be welcomed by the superintendent of the S. A. & A. P. railroad at Yoakum, Texas.

#### VEXED PROBLEM OF VIABRATION

How It Arises in Motorcycles—The Many Factors that Contribute to Eliminate the Difficulty.

Vibration is an easy matter to discuss in connection with the performance of the motorcycle, and it is commonly believed by the layman that it is a quantity easy to eliminate from the machine if only proper precautions be taken to overcome it. Generally speaking, however, those who hold that belief have not the slightest conception of the difficulty of dampening the tremble which produces such unpleasant results in a poorly designed machine, nor of the tremendous quantities of force to be dealt with

Some idea of the way in which the problem of motor vibration must be handled may be obtained from a consideration of the action taking place when a stone is pried over by means of a crowbar. Here, not only the power applied to the end of the bar and the resistance due to the weight of the stone are at work, but also the resistance of the "chock" or fulcrum. The fact that the resistance of the latter is passive does not alter its existence as a force. Whenever power is applied at the end of the bar, in order for it to take effect on the stone, the resistance of the fulcrum must intervene, and that resistance must evidently bear a definite relation to the work done on the end of the bar. So wherever force is applied in doing work, counter-forces must be created, as a result of which the work is done.

When the piston of the gas engine descends under the impulse of the explosion, its effect is in every way the same as would be the case were the machine to be urged forward by means of a bar applied point to the ground and with some part of it touching the frame. The fact that two or more gears may be interposed between the piston and the ground, as well as a chain or belt, does not alter the conditions in the least as far as the question of forces and counter-forces is concerned. Only with the increase in the number of steps necessary to transmit the motion, the number of reactions is increased. Since these counter-forces, or reactions, are always proportional to the main force, the instantaneous stresses in the machine which they produce must also vary with the power of the explosion.

In a recent article in these columns it was shown in a general way how the construction of the engine provides a number of vibrations, even when the motor is turned over without igniting any charges and with its compression relieved. These "inertia" vibrations, as they may be termed, form a constant basis upon which the major vibrations due to the explosion and compression strokes are built, as it were.

Considering for a moment the way in which the explosion reacts on the machine, it will be seen that the pressure of the gas which causes the piston to descend also pushes with equal force apainst the cylinder head—this thrust corresponding in a way to the thrust of the bar against the "chock" in the original illustration. This reaction, transmitted through the cylinder walls and the crank case, finally takes effect in an upward thrust on the crank shaft

#### To Display Wrenches Effectively.

That the display stand devised by the Frank Mossberg Co., Attleboro, Mass., makes it possible to exhibit wrenches in an



unusually striking and attractive fashion is well demonstrated by the accompanying illustration. The stand is capable of holding twenty different types and sizes of wrenches. The size of this stand is 17 inches high with a base 7 inches in diameter. The display stand is nickle plated and highly finished and when it is mounted full of wrenches it makes an eye-catcher of no small merit.

bearings, while the force of the explosion is directly exerted through the piston in pushing down on the crank. The result is to turn over the crank shaft. But in order for this to occur, the crank shaft bearings must exert an upward pressure corresponding to the upward pressure on the head, due to the reaction of the explosion. At the same time, since the piston and crank are not in line, the original force is split, and part of it is directed abainst the cylinder wall, tending to pull the cylinder opposite to the way the crank is turning. Furthermore, the "torque" stress, due to the levering action of the crank, becomes in this way so great as to constitute a very powerful stress upon the motor cradle tending to yank the cylinder and so the whole motor away from its fastenings.

Few persons realize the magnitude of the stresses—even of those exerted directly

on the piston. They are far above what would commonly be credited. Thus with a motor of 21/4-inch cylinder bore,, a maximum explosion pressure of 250 pounds per square inch, means what is virtually a blow of 994 pounds, or nearly half a ton. This shock, coming when the crank stands nearly vertical, must of necessity be distributed through the frame more extensively than on the development of motion at the crank. Further, as the force of the explosion is expended in the expansion of the gas, this pressure diminishes very rapidly, is released at the end of the stroke and does not again take effect until the third stroke following. The intervention of the compression stroke on the second stroke following, which has a similar effect, but in the opposite direction, serves to wrench the motor the opposite way, though with far less force.

With a single cylinder motor, the only saving influence to guard the mechanism from these destructive reactions is that of the fly wheel. In this, a certain amount of impact of the explosion is absorbed in an effort to increase its speed, while subsevently, as the force back of the piston diminishes in intensity, its momentum tends to carry it along, so giving back to the crank shaft the excess of power previously taken away from it. In this way the fly wheel acts as an averager of the forces at work in the crank mechanism.

With the multi-cylinder motor, whether of two or more cylinders, the increasing frequency of the impulses, as well as the fact that in some cases—as where V-type or opposed cylinder formations are usedthey are made to occur in different lines, in large measure relieves the inequality of the reactions, so reducing the sensible vibration. Where the inertia of the moving parts is reduced by lightening them and suitably counterbalancing the piston, the total vibration of the motor is materially reduced. After this has been carried as far as possible, the only other means of further reducing it is to increase the weight of the fly wheel. But increasing the weight of the fly wheel also tends to rob the motor of some of its "life," rendering it less responsive to changes of speed. Increasing the speed also tends to reduce vibration to a certain extent, but this method also has its limitations.

Altogether the problem of reducing vibration is a very real one and one which can be solved only by slow and certain steps.

#### How Johnson Assists His Agents.

Realizing that the average dealer is not an advertising expert, the Iver Johnson's Arms & Cycle Works have gone to the assistance of their agents and are supplying them with a series of specially prepared advertisements designed to attract local attention. To those of the agents who prefer them, the ads are supplied in electrotype form, thus affording designs and type displays which are not available in the smaller newspaper offices.



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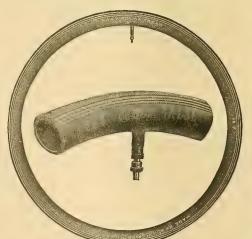
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ATChange of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

for Members of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649,

NEW YORK, JANUARY 18, 1908.

#### Much Mixed Amateurism.

In the pretty little row which has grown up between France and Great Britain over the Olympic games and the amateur definition, it would seem that outside symppathy will be about evenly divided.

The Frenchmen seem to be "biting off their noses to spite their faces" in resolving to absent themselves from the Olympic tourney chiefly because they do not like the looks of their representative on the international committee. By thus placing themselves in the attitude of the small boy who "won't play" because he cannot have his own way, they are making themselves ridiculous. But the high and lofty stand of the Britons in seeking to abrogate to themselves the right to say who is and who is not an amateur is almost equally amusing.

If the French union has decided that an amateur may accept expense money and machines and tires whenever he is able to obtain them, it is safe to say that it has legalized a practice that is not uncommon in Great Britain, or any other country. It is a fair guess that not a few of the best riders

England ever produced shared the habit, even if it was impossible to prove the fact. The action of the French organization but crystalizes the opinion that has been expressed by many thoughtful amateur sports men, i. e., that since proof of such practices is so difficult to obtain, it were better to recognize the truth and so broaden the amateur rule that the human inclination be legalized. As it is, the only man who suffers or is handicapped by the existing conditions is the rare amateur who scorns expenses and other things and whose conscience is his chief reward.

But if they have time for pause, the cycle governing bodies of both France and Great Britain may well ask themselves and each other, What of the motorcyclist? Their attitude toward him is illogical and compromising. To hold that a man who competes on a motor bicycle against professionals or for a cash prize remains an amateur, while the man who does the same thing on a bicycle minus a motor—perhaps the same man on the same day and on the same track—shall be rejected or classed as a professional, violates not merely the fundamental principle of amateurism, but the rules of common decency and fair play.

The contention that a motorcycle race is not sport is the veriest fudge. It is a contest of speed and skill and most of the men who engage in such contests do so because they are sportsmen and love sport. Commercialism does not enter into their motives and whatever is not a sport is a business. The Federation of American Motorcyclists and the Amateur Athletic Union of the United States have defined their attitudes toward motorists of whatever sort who compete for cash or against professionals, and they now know where they stand and what to expect. They cannot expect to re main amateurs. It is time for the gentlemen across the sea to make their positions plainer and more logical. The approach of the Olympic games makes the time auspicious for a declaration of the sort!

#### Scope for Winter Activity.

To the dealer who is not satisfied to take things just as he finds them and who is blessed with any degree of imagination and enterprise, there is lots to do in the winter. It is not only a time for sowing the seeds of spring business, but it offers chances for actual profit.

Early in the new year the secretaries of many of the various Y. M. C. A.'s prepare

attractive booklets and catalogs outlining the attractions of membership and giving a program of proposed recreation plans for the spring and summer. By co-operating with the secretary in a plan for a three-day bicycle outing, or a week's cycling trip, open to members, the dealer can without difficulty get this feature in the advance literature, and if he be a member of the organization his name may even appear in connection with it as being the official adviser as to routes and the like.

The growing custom of military organizations of giving indoor games during the winter affords a chance for armory racing. For urging such racing on the program, the dealer may be expected to give a prize of some kind, and a cup or other trophy bearing his name, may serve to give him sufficient publicity to directly repay the cost. Some very ornate cups are to be had for surprisingly little money. Where armory games do not prevail, a home trainer tournament is a ready means of creating midwinter activity and interest. On the tuning up of the competitors' machines and the sale of new tires there is a profit.

During the cold, snowy days, the dealer's window can be made interesting and valuable by the posting of a bulletin each morning, reading on this order: "This is January 14. Just 67 days till spring, when you will need a bicycle!" Of course, the whole virtue of such a scheme lies in keeping it up faithfully with no lapses. The optimistic contemplation of coming spring during the darkest and coldest weather is bound to attract attention to the establishment, and the good humored comment of the passerby has an actual cash value.

During the winter months the dealer can also hammer away on the plan of locating people who have unused bicycles in their cellars or garrets and offering to put the machines in good shape, or fit them with coaster brakes or new tires, and deliver them in splendid running order on demand, in the spring. Well written letters or circulars explaining how this work should be done before the spring rush and how the customers will find their bicycles all ready for them the minute they want them, do a world of good in gathering in this class of business, a return postal card enclosed with each letter or circular being a great help in getting replies.

Winter gives a chance for inventory, for rearranging stock into more presentable appearance and for making such store or repair shop changes as seem desirable.

#### CORRESPONDENCE

#### Testing Apparatus for Motorcycles.

Editor of the Bicycling World:

Please inform us (1) where we may purchase a machine for repair shop use, to test the horsepower of motorcycles, (2) also an appliance for driving motorcycles while they are being repaired or adjusted, to obviate pedalling.

H. R. KIESSIG, CO., Sacramento, Cal.

[(1) So far as is known, no form of ab sorption dynamometer, or power brake, is made especially for motorcycle use. Even were it obtainable, a dynamometer would be very expensive, and while a homemade prony brake might be built, its results would not be satisfactory or reasonably accurate. Probably the simplest arrangement for the purpose is to use a small electric dynamo in connection with a bank of incandescent lamps for a "load," and the usual switchboard instruments for obtaining the power readings. The dynamo may be driven by a belt running over the rear wheel itself of the motorcycle exactly as was illustrated in the Motorcycle Show Number of the Bicycling World, November 2, 1907. To obtain the true horsepower of the motor under such circumstances, it is necessary to multiply the electrical horsepower obtained from the instruments by the efficiency of the dynamo-a figure which may be obtained from the makers of the latter. For ordinary comparison, however, it will be necessary merely to divide the product of volts by amperes, by 746 in order to obtain the horsepower. (2) A stand such as may be had from almost any jobber provides the only means of subjecting the machine to a running test indoors. But any other means of "jacking up" the rear wheel such as two boxes or two stout blocks, will permit the machine to be pedaled or turned over by hand and thus started from a standstill and it will continue to run with the rider dismounted until the power is cut off.—Ed.]

#### Rider's Views of Bicycles and Equipments. Editor of the Bicycling World:

In your issue of December 28th, a cyclist remarks that he would like to hear from riders as to what they consider the best bicycle and equipment for same, which leads me to say that I am now riding a Model 110, 1907 Pierce, which employs a 26-inch front wheel. I have 11/4-inch G & J tires, Persons Century saddle, Hussey bars, Star racing pedals and toe clips, 61/2inch cranks, Corbin two-speed coaster brake, 92 and 69 gear, and 3-16-inch Morse roller chain. At this time of the year I use mud guards and have copied from the motorcycle by suspending a small flap of leather from the lower end of the front one which I find protects my shoes from the mud in sloppy weather.

The equipment mentioned and my wheel

appeals to me as being pretty good. In trying a two-speed gear I would caution riders not to gear machine in excess of their ordinary riding gear. The two-speed gear is an assistant on the hills, but is not appreciated as much as it should be if too high gear is used.

To my mind it is much easier to pick out the best equipment for a bicycle than to select the best bicycle. Each make has its own good features, as for instance, the easy running qualities of the Racycle hanger under heavy pressure; also I consider the oil-retaining feature good. I believe if any of the high grade bicycles made to-day are kept well adjusted and thoroughly lubricated, the rider and owner will have no fault to find and will consider his bicycle the best one made.

A. V. HART, Akron, O.

#### Cyclist's Requisites for Hill Regions.

Editor of the Bicycling World:

I see in your issue of the 28th ult., that one of your correspondents wishes to hear from others in regard to tires, coaster brakes, etc., and perhaps, as having tried most of the devices on the market, I may be pardoned for saying a few words on the subjects.

The hilly country over which the St. Louis Cycling Club has been riding for years past is such as to demand that wheel, brake, tires, etc., be the very best, to insure reasonable, safety. When one descends a distance of 600 feet in little more than 8-10 of a mile, it is plain that unless everything holds, an accident must occur.

So we have come to think that tandem, thread fabric tires of the highest quality are in the end true economy. They give less trouble from punctures, are quite as easily repaired, and wear much more than double the life of the regular road tires. So we feel the extra cost is well repaid in better service.

Comfort in riding over such hilly roads demands a good and effective brake. If one could be so sure of his tires, that it would never be necessary to insert plugs, bands, etc., then a good hand brake with rubber spoon would be the ideal control. It is at once powerful and effective and is not given a sudden extra tight set, by a passing jolt on the roadway. But as this cannot be insured, then it becomes necessary to have a good coaster brake. Of this, there are a number of good makes, and any of them will give the rider a sense of security, which the old way of using the foot on the tire could never give. When the foot is used, the rider risks a sudden but severe fall, should a rough place on the surface cause him to set the brake too tight. I recall more than one narrow escape from serious falls, because the foot was carelessly drawn too far between the forksides.

Further, a good roller chain is indispensable to comfort and safety, especially in case the rider is caught far from home, in the rain. I have been out in the rain and mud, and have seen others obliged to stop

#### COMING EVENTS

January 20-25, Kansas City, Mo.—Eight hours a day six days race.

February 17-22, Boston, Mass.—Four hours a day six days race.

February 20-March 7, New York City—Championship amateur and professional meet at Sportsmen's show in Madison Square Garden, under auspices Tiger Wheelmen.

March 21, New York City—Tiger Wheelmen's fifth annual championship home trainer meet.

repeatedly to clean out the mud from the links of a block chain, whereas my own roller chain not only did not need cleaning, but did not snap or bind at all. It seems to me that if any one had ever used a good roller chain, he would not consent to use a block chain again. It is as proof against mud and grit as a "chainless," and yet has all the advantages of the chain—which most of us here think considerable.

Another item of comfort is a good and comfortable saddle, fitted with stout but elastic springs, to ensure comfort on rough surfaces. Many of our trips are in country that is excessively rough—did we not use comfortable saddles, we could never hold out for 70 or 80 miles, as we sometimes have to do.

Finally, the rider should be sure of himself at all times. Care must be taken to keep control at all places, so that danger is avoided, by moderating one's speed, when the grade is excessive, or the road is not well known. We have been fortunate in our Club riding, because this matter has had due attention.

The fact that so few breakages have occurred in our riding, is good evidence of the strength of the modern frame, and wheels. I recall no instance during the last two years in which any member of our Club—there are 60 of us—has had any serious accident from breakage. Annoyances have tried our tempers, but we have all escaped serious injury, and when you consider the amount of riding we have done, and the kind of roads we have traveled, we think we may congratulate ourselves that our wheels have carried us so well.

W. M. BUTLER, Pres. St. Louis Cycling Club.

#### Schafer's Ten Mile Road Record.

Editor of the Bicycling World:

To settle a dispute with a friend, kindly let me know at your earliest convenience if H. Schafer, of Dunkirk, N. Y., made a record for ten miles in 24 minutes and 8 seconds, at Cleveland, O., in a race, or was that record made alone.

MAURICE ROSENBLUM, New York.

[Yes; Schafer made a record of 24:05, not 24:08, in a handicap road race in Cleveland on May 30, 1907. He started from scratch and finished fourth.]

#### FRANCE SHIES AT THE OLYMPIC

Dissatisfied with the Action of the British
Athletic Authorities—Meanwhile Both
are Muddled on Amateurism.

France will not be represented in the cycling events at the Olympic games to be held in London this year. The sporting committee of the Union Velocipedique de France at their last meeting, went into the question of the Olympic games, as several well known amateurs had applied for entry blanks and particulars of the cycling events. It appears that correspondence, which did not terminate satisfactorily, has been carried on for some time between the French body and the British Olympic Association, and the placing of the ban on the Olympic games was not taken without the entire approbation of the various other amateur athletic associations federated with the French union, and they are many.

The following official notice bearing on the subject has been issued by the Union Velocipedique de France:

"Amateurs licensed under the Union Velocipedique de France are prohibited from entering or taking part under penalty of disqualification, at the meetings which will be held on the occasion of the Olympic games to be held in London in 1908."

According to best advices the unfortunate hitch between the French organization and the Olympic games committee is resultant of disapproval by the former of the latter's methods. To begin with the Olympic games are held under the auspices of the International Olympic Committee, one of the leading spirits of which is Baron de Courbertin, the French representative. The arrangements for this year's games are in the hands of the British association, which, recognizing the futility of attempting to carry on negotiations with the thousands of athletic organizations throughout the world, arranged that each competing nation should form its own Olympic committee, through whom all negotiations should be made. Each national committee would therefore act for all the athletic bodies in its country, an arrangement that seems an excellent

The Union Velocipedque of France, however, supported by many other amateur sport governing associations in that country, took exception to the constitution of the French Olympic Committee, and strongly disapproved of Baron de Courbertin, as France's representative on the International Committee. In view of this situation the Union Velocipedique de France attempted to enter into negotiations with the British committee directly, without the interposition of the French committee, a concession that naturally it was impossible to grant as a storm of protest would have arisen from every quarter. Accordingly the French organization got mad and now won't

play. It seems no easy task to discover any legitimate grounds for such a course of action, and unless the Union Velocipedique rescinds its order, the absence of French athletes in the games will be in the nature of a black eye, and while it might not make the meet a frosty one, it is obvious that it will mar it to some extent, as well as impose a great hardship upon the cyclists and other athletes who would thereby be robbed of a chance to carry off some of the highest honors in the sporting world. Many of the crack amateurs of France already had begun to make preparations to compete in the cycling events at the Olympic games.

Meanwhile there are those in the National Cyclists' Union, which controls the sport in England, who are disposed to question the alteration of the French amateur definition which now permits racing men to receive traveling expenses, machines and tires whenever they can get them, and who hint at trouble in the International Cyclists' Union between the Union Velocipedique de France and National Cyclists' Union. They even suggest the withdrawal of one or the other association from the international union, and say openly that it is "not possible by any stretch of generosity to look upon the French riders as amateurs" and that "if any of them were sent over to compete in the Olympic games it would certainly lead to trouble."

This difference of opinion regarding the amateur definition is believed to have started all the trouble, and although it may be loth to believe it, the high and mighty National Cyclists' Union is said to harbor many "simon pures" who are not above receiving traveling expenses, machines and tires, or even retainers, when they can get them, which is the very thing the National Cyclists' Union takes exception to where France is concerned.

At the present time it seems doubtful if America will be represented in the bicycle races. There are but few clubs able to stand the expense of sending one or more riders over to England and the one or two that are able to do so do not seem to be taking much interest in the cycling end of the games. The New York A. C. apparently has lost much of its interest in bicycle racing, and since former Amateur Champion C. A. Sherwood is no longer a "simon pure," Mercury Footers have but one fast rider, William Vanden Dries, who won the only track championship held this year. The Irish-American A. C., it is reported, intends to send one rider who recently has been press-agented to an uncalled for and unjustifiable extent by the publicity bureau maintained by the trade associations, but the truth of this cannot at this time be confirmed. It is doubtful, however, if a club possessing the wisdom that does the Irish-American A. C. will undergo the expense of sending to London a third-rate rider whose greatest accomplishment in cycling has consisted in getting his name in the papers.

#### EARLY NOW HEADS C. R. C. OF A.

Annual Election Results in Nearly Complete Change of Officers—New President a Genuine Cyclist.

Harry Early, of Bayonne, N. J., is the new president of the Century Road Club of America. He succeeds A. G. Armstrong, who started so auspiciously and who ended by plunging the organization into turmoil. Early previously was treasurer of the Americas and was unanimously elected to the higher office, as disclosed by a count of the mail vote just completed.

Early is a dyed-in-the-wool cyclist and no better man than he could have been selected to bring back the Century Road Club of America where it belongs, and to smooth over the petty quarrels that have for some time disturbed the peace of the organization.

With the exception of the first vice-president and national secretary all the national and division officers for 1908 are new men, the result of the election just closed being as follows:

National—President, Harry Early, Bayonne, N. J.; first vice-president, Frank H. Watrous, Chicago, Ill.; second vice-president, John Bailie, New York City; treasurer, Fred I. Perreault, Malden, Mass; secretary, Fred E. Mommer, New York City.

New York Division—State centurion, Fred E. Mommer, New York City; secretary-treasurer, Potter S. Rodgers, Brooklyn.

New Jersey Division—State centurion, Emil Leuly, West Hoboken; secretarytreasurer, Joseph Noe, Jersey City.

President Early says he has not failed to notice that the newer generation of riders cares little for century grinding, and that while that feature will not be shelved, it is his purpose to pay more attention to the pleasure side of cycling than has been paid to it by previous administrations.

#### Jacquelin's Suspension Confirmed.

Edmond Jacquelin, the French rider who was suspended by the National Cycling Association until he shall have returned the \$100 he forced P. T. Powers to pay him before he would ride a second heat against Kramer in their match race preceding the six day bicycle race, will probably remain on the shelf of obscurity for some time to come. Jacquelin has made no attempt to return the money, seeing which the Union Cycliste Internationale has notified all the affiliated organizations throughout the world that it has confirmed the decision of the American association and that Jacquelin must not be allowed to compete in any country until a new order shall have been promulgated. A Parisian paper facetiously remarked, that Jacquelin's method of securing money to build his air ship is amusingly unusual.



"Plaving Horse" with a Royal Motor Bicycle.

### MOTORCYCLE TESTED IN HARNESS

Striking Demonstration of Its Capacity as a "Horse"—Easily Pulled More Than One Thausand Pounds.

Residents of Worcester, Mass., and vicinity who happened to be out of doors beheld an astonishing vision one day last week which took shape as a motor bicycle hitched between the shafts of a common road buggy, in which were three passengers, and "playing horse" with it in most effective fashion. The occasion was an unusual demonstration of the tractive power and controlability of a Royal motorcycle, and while proving the excellence of the machine as a whole, was even more a revelation of the actual output of the 2¾ horse-power motor.

In order to harness the machine properly it was necessary to establish some means of holding the buggy shafts rigidly, and as shown in the picture, this was done by clamping an arm about 2 feet long to the rear stays on either side, to which the shafts were strapped, while additional straps were carried from the shafts to the stays to prevent any possible side play. Other straps were carried to the hold-back fastenings on the shafts, serving much the same purpose as the traces with ordinary harness.

At first these connections were made by means of common twine and with disastrous results. The improvised lugs becoming loosened, the shafts got adrift and began to swing back and forth in a most alarming manner so that the motorcyclist was fain to open wide his throttle in an effort to free the machine of its burden before the wheels were smashed. This he succeeded in doing after the buggy, entirely uncontrolled, had made a wild plunge toward the side of the road where it capsized and dumped its load in the ditch.

With the leather fastenings, however, the experiment was carried out with complete success. A run of 14 miles was made in this way over the ordinary highways of the give and take variety, an average speed of nearly 20 miles an hour being maintained until the equipage reached the city limits on the return trip, and was obliged to reduce on account of increasing traffic. No motor trouble was experienced, although the outside temperature was low enough to provoke carburetter and lubrication troubles.

After the test it was ascertained that the total load propelled by the motor aggregated something over 1,000 pounds—1,020 pounds, to be exact. This was made up of the following items. Motorcycle, 135 pounds; rider, 160 pounds; buggy, 260 pounds; 3 passengers, 465 pounds.

Needless to say the exploit attracted a deal of attention, and while not to be recommended as an example to be freely copied, served its purpose admirably in proving the power equipment of the little machine under test, and in affording a striking object lesson for the public.

### Motor Bicycle for Mission Work.

One of the few motor bicycles in China is an Indian owned by the Rev. D. W. Herring, an American missionary stationed at Changchow.

"I have just returned from a long trip away down into Antrin province," he writes in referring to his first extended journey on the machine, "and am now full of confidence in my mount. But for the double grip control, it could not be ridden on these roads, for one has constantly to cut off power in the most awkward situations. The Chinese think it is a wonder. They always give me the road, for they have no idea that it can be either stopped or turned out of its course."

### Fahrney Heads Chicago Motorcyclists.

Contrary to expectations the Chicago Motorcycle Club's election was peaceful, and Dr. S. W. Fahrney was returned to the presidency by a good majority. The other officers elected were: Vice-president, John Woodworth; secretary, J. O. Kobcina; treasurer, C. H. Lang; financial secretary, Henry Adams; captain, Bert Salvage; board of directors, S. W. Fahrney, John Woodworth, Frank Haungs, George Meiser, and Grant W. Hunter; racing board, S. W. Fahrney, John Woodworth, George Meiser, Grant Hunter and Bert Salvage.

### Boston Motorcyclists Organize a Club.

Boston at last has a motorcycle club. The Commonwealth Motorcycle Club has been organized in the New England metropolis with the following officers: President, Arthur E. Muzzy; vice-president, Harry Childs; secretary, G. A. Ellsworth; treasurer, E. H. Corson; captain, Theodore Rothe; first lieutenant, Dr. D. J. Edmonds; second lieutenant, W. L. Potter. Treasurer Corson and Captain Rothe both were pioneer cyclists, and in due course were among the first to embrace the motor bicycle when it made its appearance.

### Wolff President of Penn Wheelmen.

At its annual meeting on Monday night the Penn Wheelmen, now practically a social organization, of Reading, Pa., elected these officers: President, O. M. Wolff; vice-president, Miller Deem; treasurer, W. G. Rees; secretary, Dan F. Yost; financial secretary, William Copp; captain, C. Walter Homan; color bearer, John H. Snyder. The directors comprise these officers, together with A. J. Geiger, Frank Ermentrout, Bohlke Luerssen, Ned K. Mark, W. W. Loose.

### Pasadena Motorcyclists Elect Backus.

Officers have been elected for the Pasadena (Cal.) Motorcycle Club as follows: President, Charles Backus; vice-president, William Hollenbeck; secretary, John Foster; treasurer, Manly Goddard; captain, Edward Myers; lieutenant, Albert Wenger.

### CHRISTCHURCH, CYCLING CITY

Where Both Business and Pleasure are Pursued Awheel—Strenuous Stunts of Working Men.

A city of cyclists, a city where the crowds hurrying to business appear like a throng of sitting people moving forward on an elevated platform of frames and rims, where the recreation grounds are completely hedged in with a solid wall of bicycles, and where enough rubber is worn off the thousands of tires annually to waterproof the streets—such a Utopian city is painted as a picture of Christchurch, New Zealand, by Frederick F. Hardy, one of its citizens, who describes its cycling proclivities in a foreign print.

Christchurch, which is the principal town of that part of New Zealand known as the South Island, is built on the lines of a garden city, he says. And since it covers an area of ten square miles at least, it is small wonder the 50,000 people who make up its population have been obliged to seek some convenient mode of travel in order to reduce distance. Their choice of the bicycle is by no means surprising, yet the picture of the "city on wheels," as he calls it is almost too vivid to be credible as an exact reproduction of the original.

"Take the routine of an ordinary day's business. The newsvendor distributes his papers from a bicycle, not even dismounting to do so, but adroitly throwing the favorite rag of each patron upon the verandah whilst riding past. The milk boy is seen with a heavy can swinging on each handle, and other tradesmen make equally good use of the bicycle in their respective businesses.

"As the business hours approach the streets become packed with a hurrying throng of, apparently, sitting people moving forward on an elevated platform of frames and rims. Working men-and there are few others out here-go to their daily toil en masse upon the whirling wheel. As the day progresses packs of piled bicycles are to be seen outside every warehouse. shop, and hotel, while the numerous cycle stands do a thriving business. So accustomed does everybody become to the use of the accommodating wheel that one may see a man riding a bicycle and leading a horse. On occasion two men will carry a ladder by bicycle, one at either end, and a man on wheel driving three horses and leading a fourth to graze is a spectacle that does not even seem humorous to the mind. A favorite method for children of either sex where there is only one bicycle between two or more is for one to pedal through the frame or over the top bar while the other sits upon the saddle. Where a third claims a share, his or her seat will be the handle bar. Always, too, in Christchurch the folk dress just the same for a journey

awheel as on foot. Ladies and gentlemen both cycle to church or to pay visits to friends, dressed all in their best. The lady, may be, has on a fully trimmed hat and elaborate gown, and if it rains she just puts up an umbrella and continues to ride; nothing short of an earthquake can turn a Christchurchian from the use of the everready bicycle. Those who use them for carrying awkwardly shaped articles from place to place perform most wonderful balancing feats in the most nonchalant manner.

"Coming to the evening, it is a common occurrence for people to ride to a dance or the theater in evening dress. At the foot of the Pat Hills, which divide the plains from the sea, the proprietor of a stand has at times accommodated as many as 400 machines in one day. Also, at a football match, when the 'All Blacks' are drawing well, an insurmountable barrier of steel is formed by the multitude of bicycles stacked around the enclosure. Bicycles, bicycles everywhere. The amount of rubber worn off the thousands of tires used is said to be so great as to have waterproofed the roads, but I cannot vouch for that. At any rate, no one should come out to the City of the Plains without his wheel,

"Just an anecdote to finish up. A constable having arrested a man placed him, as is usual in New Zealand, in a hansom for the purpose of conveying him to the station. The prisoner, however, seized an op portunity to bolt, and leaping from the vehicle made a dash down the street. The policeman lost no time in following, and, thinking to outwit the fugitive, commandeered a bicycle standing handy and pedalled after the man. Just here the runaway looked around and seeing his chance of escape slipping away, immediately followed the example of his pursuer, and the chase then continued in a style that would do good to the eyes of some of the North Road boys. Yet it seemed quite in order here, and only caused remark from the fact that the policeman, paced by several smart pedallers, ultimately came up with his quarry. and no doubt earned a good conduct mark for his prowess.'

### Club Captain Bumped by a Car.

A. G. Chapple, who last week was elected captain of the New York Motorcycle Club. scarcely will be able to lead its opening run. On Monday last, while riding a big 7 horsepower twin Peugeot, he was run into braodside by an automobile coming from a cross street. His hip was fractured and he will be incapacitated for some time. After causing the accident, the chauffeur got off the car and surveyed the damage he had done and then made off, but fortunately his number has been obtained and a lawsuit will result. Chapple is one of the daredevil riders of these parts and it freely had been predicted that sooner or later he would "get his"; but he now laughingly says that if he had been going fast, he would have escaped injury.

### **BIGGEST HOME TRAINER TOURNEY**

To Occur During New York Sportsman's Show—Events for Pros, "Pures" and Club Teams.

Cyclists in and around New York City doubtless will take more interest in the forthcoming fourteenth annual Sportsman's Show, to be held at Madison Square Garden, from February 20th to March 7th, than they have taken in any previous affair of the sort. The reason: The management is arranging for the most pretentious home trainer meet ever held in New York City as one of the chief features.

Although the program has not been completed, three home trainer championships have been carded; the other events will consist of match races between crack amateurs and professionals. The management has set aside \$200 for prizes and these will consist of gold, silver and bronze medals in the amateur championship, silver cups in the club team race, cash for the professionals and merchandise in the match

That the meet will be an important one is evidenced by the fact that the meet has been sanctioned and the championships allotted by the National Cycling Association and the regulation championship medals awarded in the individual amateur championship, which will be at one mile. The Tiger Wheelmen of New York City have been selected to manage the meet, a further guarantee that it will be conducted in a business-like manner.

Captain J. A. H. Dressel, manager of the show, is taking considerable interest in the home trainer meet and will build an elevated platform over the "royal box" at the Fourth avenue end of the Garden, where the home trainers will be placed, in full view of every one in the Garden. The promoters teate that the Jones Speedometer Company has its mechanical experts at work on a mammoth speedometer to be attached to the home trainers so that spectators can see just how fast the riders are pedaling, which, if carried out, will be a feature never tried before.

All the events will be run in trial, semifinal and final heats, except the special match races. There will be racing every afternoon and evening during the progress of the show. Following is the program:

One mile individual championship for amateurs; for National Cycling Association gold, silver and bronze medals.

Three miles club team championship, amateur; for silver cups.

Two miles individual championship, professional; for cash prizes.

Match races-Amateur and professional.

### About the Kansas City Grind.

"Jack" Prince is "on the job" in Kansas City, where the first six day bicycle race held in the West in many years will be started in Convention Hall on Monday next, 20th inst.

According to the Journal of that city, "Heart interest has been lent to the coming six day bicycle race by the fact that Bennie Munroe will ride to win a bride. Munroe has won a small fortune through his many victories . . . but now is practically broke . . . . While racing in Salt Lake City, Munroe met Miss Elizabeth Wilson, distantly related to Brigham Young. Bennie spoke for her hand, was accepted and would have married his sweetheart had he not met with sudden reverses . . . . The girl who is petite and pretty and perhaps for that reason admires athletes to a greater extent than ordinary, promised to become Mrs. Munroe provided that Bennie won this contest. The \$1,000 prize, combined with the bonuses which will accrue in the event of victory, will give the couple a nice nest egg on which to start housekeeping."

Far be it from any one to begrudge Munroe his bride, but he will have to ride considerably faster than he has for several years if the winning of her "petite and pretty" hand, according to the only Prince, depends solely upon the Southerner's winning the forthcoming Kansas City race.

All the riders now are in Kansas City, the majority of them having left Boston immediately after the finish of the meet there Tuesday night. The exact composition of the teams is as yet shrouded in beautiful uncertainty, always characteristic of Prince's methods. The known teams are: Fogler and Root, Moran and Lawson, Bardgett and Mitten, Anderson and Holbrook, Sherwood and Wiley, and West and Wilcox.

Fred Senhouse, the Australian rider who came to this country to ride at Salt Lake City, after having been suspended by the Australian Federal Cycling Council for participating in an outlaw movement, and who was prevented from so doing, was billed to ride with Thomas Morgan of Salt Lake City, but he cannot do so. Senhouse's suspension does not expire until March 31, this year, and Chairman Kelsey, of the National Cycling Association's board of control, has notified Prince that the Australian cannot ride.

The Kansas City race will be an eight hours a day affair, the riders being on the track from 2 p. m. until 10 p. m. each day.

### Doctor Heads the Montauks.

The Montauk Wheelmen of Brooklyn have elected the following officers: Charles Schulz, president; Dr. William J. Frank, vice-president; Charles Ripp, financial secretary; Louis Wenzel, corresponding secretary; T. McNamay, recording secretary; William J. Remmert, treasurer; Don Tysen, sergeant-at-arms; John Langston, assistant; road officers, Charles Schultz, captain; Dr. Frank, first lieutenant; Harry Young, second lieutenant; Sam McDonnell, color bearer; Charles Bulger, bugler.

### LOGAN INJURED ON BOSTON SAUCER

South Boston Crack Breaks Collar Bone in Motor Paced Race—Bedell, Fogler and Bardgett Share the Honors.

The time may come perhaps when promoters will begin to realize that motor paced races on small tracks are dangerous; until that millenium it is the painful duty to record once in so often the inevitable accident. One such occurred in the meet at the Boston velodrome on Tuesday night, 14th inst., when in a race against George Wiley, Patrick Henry Logan, of South Boston, received a fearful toss, which resulted in a broken collar bone, several ugly cuts on the head and face that required several stitches to close, besides numerous bruises.

The accident occurred in the second heat of the match race. Logan had previously won the first heat and had a commanding lead in the second, when his front tire gave way, the wheel collapsing under his weight. His collar bone was broken when he fell, and the cuts and bruises sustained when he slid along the track for several yards. But for the fact that several trainers immediately rushed to Logan's rescue and pulled the unconscious rider from the track, it is probable that he would have been horribly mangled by Turville's oncoming motor.

The half mile open professional was run in heats, with two to qualify in each and three in the fastest, which enabled little Mitten to line up in the final with Krebs, Sherwood, Fogler, Menus Bedell, Moran and Anderson. Moran set the pace in the final heat until Krebs attempted to pass Fogler, when the latter jumped Moran. Menus Bedell came through on the pole and gave Fogler a tussle for a few seconds but the latter got the decision by a half length, with Moran third.

Anderson, of Denmark, started to mix things from the stant of the 25 mile open, and had taken ten of the half mile prizes before Moran made his bid. When Moran jumped in the eighth mile the field could not hold him and it became demoralized when John Bedell gave two digs to the pedals and flew around after Moran. The pair swapped pace and after a mile sprint lapped the field, while the big crowd yelled like Indians. Although the others tried repeatedly to regain the lost lap, Moran and Bedell held their lead to the finish, exchanging the special prizes. In the final sprint Moran won from Bedell. Sherwood showed his quality by getting home in front of the remainder of the field for third place with Anderson fourth. Several of the cracks were put out of the running by punctures.

Although Joe Curry and George Cameron, the latter of New York, rode hard in the five mile open for "simon pures," and finished, respectively first and second, they were not awarded the race. Both were disqualified for riding wide on the turns and the race given to Fred Hill, with C. Connolly second, and Tom Panacy, third. The summaries:

Motor paced match between P. F. Logan, of South Boston, and George Wiley, of Buffalo—First heat (two miles) won by Logan. Time, 3:38½. Second heat (three miles) awarded to Wiley because of accident to Logan. Time, 5:08½.

Twenty-five miles open, professional—Won by James F. Moran, Chelsea; second, John Bedell, Lynbrook; third, C. A. Sherwood; fourth, N. M. Anderson, Denmark. Time, 1:08:35.

Half mile open, professional—Won by Joe Fogler, Brooklyn; second, Menus Bedell, Lynbrook; third, James F. Moran, Chelsea. Time, 1:01%.

Five mile open, amateur—Won by Fred Hill; second, C. Connolly; third, T. Panacy. Time, 14:3846. Joe Currie and George Cameron finished first and second but were disqualiled.

A mishap in the final and deciding heat marred what would have been a really great race between two crack pace followers at the Boston velodrome last Saturday night, 11th inst., when Walthour, of Atlanta, and Butler, of Cambridge, clashed in a three heat match. Each had won a heat and the final was in progress, when Butler's motor commenced to "skip" and, fearing a fall. Butler slowed up, allowing Walthour to win as he pleased. Walter Bardgett, of Buffalo, and Joe Fogler of Brooklyn, accounted for the two open professional events.

Butler rode from the crack of the gun in the first heat of his match against Walthour. The latter, however, had several good kicks and at four miles the pair were on even terms. The last mile was a wicked one. Walthour lost his pace and before he could regain the distance lost the Cambridge veteran and finished. The time was 8:21%.

Walthour got in motion quicker in the second heat, also at five miles, and at two miles led by almost a quarter of a lap. Butler rode strong and at the gun for the last mile had decreased Walthour's, lead to ten yards. He made a spurt in the last mile but could only get to within five yards of Walthour. Time, 8:244%. Walthour had drawn a lead of a quarter of a lap on Butler in the final heat when the latter's motor developed "skipperitis" in the third mile. Butler had to drop his pace to save himself from a fall, which enabled Walthour to win as he pleased in the slow time of 9:29.

Walter Bardgett of Buffalo put up one of the best rides of the season in the half mile handicap, which took three heats and a final to decide. The preliminaries were so fast that none of the scratch men qualified. In the final heat Bardgett was on 40 yards, and Floyd Krebs virtually on scratch at 20 yards, with Logan out at 70. It took the Buffalonian just two and one-half laps to overhaul Logan, and with his erstwhile six day partner setting a fast

pace, Bardgett trailed until the last lap when he jumped and won from Logan by two feet. The remarkable feature of Bardgett's performance is that he rode the last two laps with his saddle off. Hugh MacLean cleverly nipped Krebs for third by a couple of inches. The time was remarkably fast—57% seconds.

A big field started in the ten mile open for professionals, and spirited sprints resulted for the prize at every half mile. George Wiley got seven, Anderson, four, Mitten and Bardgett two each, and Holbrook one of these "incentives." Wiley headed the procession at the last mile, but Bardgett went up, pulling Fogler. At two laps to go Fogler turned on his speed and although Root and Menus Bedell tried hard to pass ,they had to watch the Brooklyn rider cross the tape first. Bedell was second, Root third, Krebs fourth and Mitten fifth.

As usual, the longmarkers in the mile amateur handicap combined their forces to such good extent that Cameron and Connolly, the scratch men, were lost in the shuffle. In the finish Morgan, from the 100 yard mark, defeated Gorman. The summaries:

One-half-mile handicap, professional—First heat won by Walter A. Bardgett, Buffalo (40); second, James F. Moran, Chelsea (30). Time, 1:00½. Second heat won by N. M. Anderson, Denmark (40); second, Floyd Krebs, Newark (20). Time, 1:00½. Third heat won by P. F. Logan, South Boston (70); second, D. Connolly, Everett (50); third, Hugh MacLean, Chelsea (40). Time, 0:59. Final heat won by Bardgett; second, Logan; third, MacLean; fourth, Krebs; fifth, Anderson. Time, 0:57¾.

One mile handicap, amateur—First heat won by Peter Droback (125); second, O. J. Gorman (75); third, Tom Connolly (scratch). Time, 2:083/5. Second heat won by E. L. Morgan (100); second, George Cameron (scratch); third, Joe Currie, (30) Time, 2:12. Final heat won by Morgan; second, Gorman; third, Dorback. Time, 2:08

Ten mile open professional—Won by Joe Fogler, Brooklyn; second. Menus Bedell, Lynbrook, N. Y.; third, E. F. Root, Melrose, Mass.; fourth, Floyd Krebs, Newark; fifth, C. A. Sherwood, New York City; sixth, W. L. Mitten, Davenport; seventh, P. F. Logan, South Boston. Time, 24:14%.

Five mile motor paced match, professional, between Robert J. Walthour. Atlanta, and Nat H. Butler, Cambridge—First heat won by Butler. Time, 8:21%. Second heav won by Walthour. Time, 8:28%. Final heat won by Walthour. Time, 9:29.

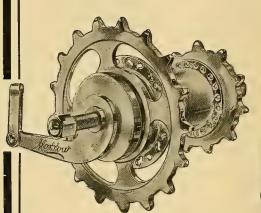
Emil Georget is the greatest road rider in France according to a plebescite taken by the Union Velocipedique de France. The elder Georget received the greatest number of votes in the competition, finishing five ahead of Petit-Breton, whose total was 222. Emil Garrigou was third with 150 votes.

No device has added more to the

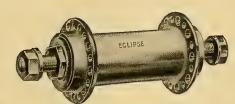
# Pleasure of Cycling

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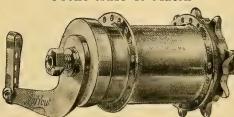
# Morrow Coaster Brake



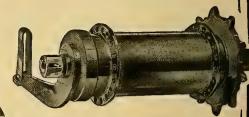
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### **OVERDOING IT AT SALT LAKE CITY**

So Iver Lawson Says Concerning the Proposed New Saucer There—His Views on the Racing Outlook.

"It is just as the Bicycling World stated last week. They want to 'kill the goose that lays the golden egg' in Salt Lake City," said former World's Champion Iver Lawson, on Monday, in commenting upon the muddled situation in Salt Lake City, as regards the possible building of one or more tracks in the Mormon city. Lawson and Mrs. Lawson were in New York to do some shopping preparatory to going to Kansas City, where the former will compete in the six days race, starting next week.

"Salt Lake City is one of, if not the best, cycling towns in America," continued Lawson, and at the present time the racing game was never better any place in the world, proportionately. I know whereof I speak for I have ridden in Europe and in Australia.

"With the population of about 75,000 Salt Lake City is able to support one track, but not any more than that. I see by the Bicycling World that John Chapman intends to build another saucer at Salt Air, and while it might pay, I doubt it very much, and all the boys agree with me that it would be a bad thing for the game to have another track near the Salt Palace saucer.

"Take it all in all, Salt Lake is the best sporting town in the world and the bicycle fans support the game to a surprising degree. But three months of racing is all they want, a fact that is evidenced along toward the end of the season when the attendance begins to dwindle to a marked degree. If that is the case now what will it be with two tracks there, and races all winter, which you say Chapman hopes to hold?

"I can prove my contention by the fact that several times last summer when a holiday occurred and there were three meets a week at Salt Palace, the attendance at the meet preceding and following the holiday was smaller than usual, about enough to cover expenses, while there was a big crowd on the holiday. You can easily see what will happen if there is racing almost every night in the week.

"And then where are the riders coming from. To be successful a track has got to have stars, and with Vailsburg and Revere Beach running next summer there will be lots of riders who won't venture to Salt Lake, as the Bicycling World said. Kramer and I have both signed for Vailsburg, and there are lots of other good riders who will stay in the East. I don't think, from the talk that I have had with him, that 'Major' Taylor will go to Salt Lake, I understand that he had been offered a good contract to go to Europe again, and it is likely that he will do so. If Taylor does

go to Europe the proposed Salt Air saucer will be minus a star that it is relying a great deal upon.

"For the sake of the game I hope there will not be another track in Salt Lake City. The people cannot support too many of them. As I said before the game is good now and will be for some time to come if everybody in Zion does not get foolish and build a track of his own."

### Why Downing May not Race Again.

Hardy K. Downing, the popular Californian, who divides his time between his farm near San Jose, his gold mine in Nevada, the Salt Lake track and the New York City six day race, has joined the ever increasing rank of benedicts. It is the tandem for Hardy in the future with Mrs. Hardy always first. First intimation that the crack pace follower and sprinter had taken on the double harness came this week in a letter from him, dated Campbell, Cal., January 7th. Downing was married on December 26th, in Salt Lake City to Miss Bessie L. Price-who, by the way, he solemnly avers is not a Mormon-of that city, but so jealously did he guard his secret that not even his intimate friends learned of the event until long after it was over. Downing and his bride did not procure the license until three o'clock that afternoon, were married at 3:30 at the bride's home and caught the Overland limited for California at 4:05 p. m. "We expect to spend the rest of the winter here in California," writes Downing, "as sunshine beats snowballs any time. I am getting fat already. May return to Salt Lake next season, but I am not sure that I will ride."

### Revising the Motorcycle Rules.

Roland Douglas, chairman of the F. A. M. competition committee, is now engaged in overhauling the racing rules and already has drafted a number of important additions and alterations for submission to the members of his committee. One of the things he will recommend is the elimination of the last remaining reference to the 110 pounds weight limit.

It previously had been stricken out of the rule governing championships and though Douglas inclined to wipe it from the rule applying to the acceptance of records, he preferred to defer such action for another year in order to discover positively whether the international organization, which set the weight limit, was dead or merely sleeping, and whether any of the foreign organizations were respecting the rule. As he now is convinced that there is "nothing doing" across the pond, he means to advise making 61 cubic inches piston displacement, instead of weight, the limit for records, and also will accept and place in the record table all performances in harmony therewith that were made during the past year.

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.

### **HEDSPETH'S MISSING LICENSE**

Or, Why the Negro Didn't Ride at Paris—

—A Three Act Tragicomic Playlet

with a Perceptible Moral.

Cast of Characters.

WOODY HEDSPETH.....A negro rider MONSIEUR BREYER....A race official R. F. KELSEY, a Mogul of the National Cycling Association of America

Act I.

Scene laid at Velodrome d'Hiver, Paris. Time, Sunday, January 5. Ten thousand people wait for the start of the "course des primes." Monsieur Breyer approaches one of the riders, Woody Hedspeth, lined up for the start.

Monsieur Breyer—Have you your license, Monsieur Hedspeth?

Hedspeth-Sure, here it is.

Breyer—Sacre pomme de terre! This is for last year; I mean the new registration.

Hedspeth—Oh, I have not gotten my new card from the National Cycling Association yet.

Breyer—Vous êtes defendu de courire! (meaning there is "nothing doing" for Woody, who dismounts and retires to his training cabin, his face perceptibly blanching, for his meal ticket has only one space left unpunched).

Act II. (Tableau.)

Scene, a nearby bureau de poste, very early the next morning. Hedspeth is standing before the registry window about to send a letter. He reads, to himself:

"Mr. kelsey dear sir for gods sake send me my license here is the dollar cable It as i Couldn't ride yesterday your Truly Woody hedspeth."

Act III.
(One week later.)

Scene, an office in the Flatiron building, New York City. Mr. Kelsey is seated at a desk writing. Presently a cable messenger appears in response to his call and stands waiting for the message to Hedspeth, stating the number of his license. Mr. Kelsey reads aloud:

"Hedspeth, Velodrome d'Hiver, Paris' Six, Kelsey." (counts) "One, two, three, four, five, six! Six words at twenty-five cents is a dollar and a half. Huh! I get one dollar from Hedspeth for the license and it costs me a dollar and a half to cable his number so he can ride on Sunday. Fine! Great! Net loss of fifty cents, not counting postage to send the license later! Pretty nervy of Hedspeth, but I think I will stand for it." (Waking out of his soliloquy, and addressing cable messenger) "Here boy! Take this message!"

Curtain.

Evansville, Ind., has five bicycle policemen, who have done such excellent work that the chief of police has requested an increase of the bicycle squad. The five bicycle men answered 2,406 calls and made 540 arrests during the year.





You will know it when you see it. You will appreciate it when you ride it.

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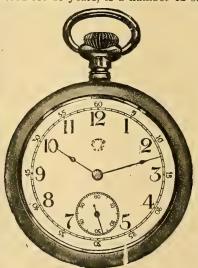
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TWO FACTORIES Kenosha, Wis. New York City



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Send us thirty-six "Neverleak" Certificates if you want this elegant, solid gold filled watch, free. It is fully guaranteed for 10 years, is a number 12 size, very latest thin model



and has a fine, 7 jewel American/ movement. It is fitted with the bridge model and is stem winding and stem setting and is equal both in appearance and for accurate time to a \$100 solid gold watch.

Any certificates received with "Neverleak" will be accepted on the watch. Twentyfour certificates entitle you to a Regulator Clock, or twelve certificates to the Brass Sign mentioned in previous ads. Send certificates direct to

Buffalo Specialty Company, Buffalo, N.Y.

### WINTER TRAINING FOR CYCLISTS

Suggestions by a Physician Concerning Best Forms of Outdoor Exercise—Possible Benefits of Physical Culture.

"One of the first points that the cyclist has to settle in considering the subject of keeping his fitness during the winter months is the important question: Shall he continue riding during the off season, and keep in condition by riding alone, perhaps supplemented by some other milder exercise, or shall he put the machine away altogether until the spring, trusting to some entirely different system to attain his object? In answering this, one must be guided by the branch of the sport that he particularly affects," writes a cyclist-physician in Cycling.

"I think every one will agree that the pathman, whose efforts are severe but of short duration, will be best advised to give up riding in the off season. The little extra bit of speed so necessary in a short-distance handicap is very likely to be lost during the hard cellar work of mud-plugging on winter roads. So, of course, he will have to turn in another direction if he desires, as he should, to keep in a condition of fitness.

"On the other hand, the roadman, and particularly the man who cultivates longdistance work, should not entirely give up his riding at any time, if he is to retain his riding stamina. It need hardly be said that this riding should be of a much milder description than that indulged in during the summer. The conditions being so much against speed, any attempt at fast work or very long distances is apt to prove physically injurious, or, at the best, to result in staleness. The winter should be a time for the cyclist to built up his physique, not to run himself down with overwork, and it would be well for 5 or 6 pounds weight to be put on during this period. For winter road work it is essential to gear low. A 10 to 1 gear and crank ratio is fully high enough for even a strong rider. Those who use the machine for business purposes daily will find even this riding, perhaps only amounting to eight or ten miles a day, of distinct service in the maintenance of riding form. This, together with one weekly ride of 40 to 60 miles according to climatic and road conditions, should suffice.

"It is needful to be careful to avoid chills after cycling in cold weather, and minor details of clothing should not be overlooked. All underclothing should be woollen, preferably in stockingette form, and thicker shoes and stockings should be worn than in summer. The winter rider should have a special cycling suit, which should have Jaeger linings and pockets; any tailor will fit these at a small extra charge. After a ride a warm bath, rub down, and complete change of clothing should be the rule im-

mediately on arrival home. When the weather is very bad a long walk may with great advantage be taken instead of the weekly ride. The exercise of walking is perhaps one of the most perfect there is for keeping in trim for any athletic sport. But, for walking to do any good, it must be brisk -four miles an hour at least. Pottering round the golf links is not training and it is only beneficial inasmuch as it takes the player into the fresh air. As a matter of fact, slow walking causes more fatigue than fast, as it does not cause the concurrent quickening up of the heart and respiration that fast walking insures. A brisk 20-mile walk may with benefit, then, be substituted for the longer ride on occasions. When in good walking trim, 30 miles can be comfortably covered in a full day without un-



NEW YORK BRANCH: 214-216 WEST 47TH ST.

due fatigue. If the machine be put away and walking relied on chiefly for training, it would be well to join an athletic walking club where such a club is available.

"Many pathmen go in for cross-country running during the off season. This is fine exercise for the cyclist if not overdone, but he will run a certain risk of sprains, etc., which are inseparable from this sport. There are some riders who adopt football and hockey in the winter as a means of keeping in trim, and they certainly achieve that end. The running in these games is not too prolonged, and will often tend to make a man put on weight by increasing the size of the muscles of the hips and legs. The only drawback to these pursuits as an off season training for cycling is the liability to injuries, particularly of the legs. This applies with greatest force to football, where displacement of the knee cartilages occasionally results in the leg that "takes off" in the act of kicking. Roller skating or ice skating are both good exercise for keeping fit, the only drawback to the former being that it is not as a rule available in the open air. Boxing and wrestling have the same drawback, and are, besides, more concerned with the muscles of the trunk and upper part of the body than with those of the legs, but they certainly make for general fitness.

"One is often asked if physical culture is any benefit to the rider. There is no doubt that the size of the muscles is increased thereby, so long as the system is persevered with, but the muscular hypertrophy is not permanent. To my mind, its greatest failing, from a training point of view, is the fact that the 'wind' is not improved to any appreciable extent by this system; in other words, the heart is left more or less untrained. In the case of the townsmen, however, where other forms of athletics are not available for one reason or another, attendance two or three times weekly for an hour at some school of physical culture should prove a distinct boon. Such a course should include exercise with the Sandow developer, chest expander, dumbbells, and bar-bells, combined with systematic breathing exercises. Although of necessity carried out indoors, the room used should be as much flushed out with fresh air as possible.

"For improving the 'wind' physical culture may with advantage be supplemented by skipping. This exercise is particularly good for developing the calf muscles, its greatest value being perhaps its beneficial effect on the respiration and circulation. Weight lifting and other slow but severe efforts should be eschewed by the cyclist, if he would keep his speed. The speedman does not want big muscles, but, rather, supple and quickly acting ones.

"After every exercise, no matter what, a brisk rub down with a rough towel should be indulged in, followed by self-massage of the muscles that have been most used, and then a change into fresh clothes. Regular hours for sleep and meals should be always kept, and moderation in eating, drinking and smoking should never be relaxed. A tepid to warm bath should be taken every morning, followed by a rub down and a brief massage.

"When a man gets on the shady side of thirty it is most necessary for him to keep more or less in a state of fitness all through the winter. If all training and exercise be thrown entirely to the winds it is very long odds against his regaining his old form once more when the season opens. Apart from all considerations, a state of physical fitness is its own reward, and the feeling of bien etre that it induces well repays the small amount of trouble expended. I think that, by adopting one or more of the methods here suggested, according to his inclinations, the cyclist will find the winter will pass both pleasantly and profitably in an athletic sense, and he will be ready and eager to start serious training on the wheel in the early spring."

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.



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and will cheerfully answer your letters, and will be pleased to start you right. Come to life before others get that which is yours. Do you know that the Automobile dealers are getting next to the Motorcycle—Why? Just write us and we will tell you the story.

# Light Manufacturing & Foundry Company

Motorcycle Department

4th & Hanover Sts., Pottstown, Pa.

### Rutt Starts Winning in Europe.

Walter Rutt, the six day champion, signalized his return to Europe by winning the annual Prix Lumsden, a 50 kilometres human paced race, at the Velodrome d'Hiver, Paris, Sunday, 5th inst. He covered the 31 miles in 1 hour 1 minute 56% seconds, one minute slower than Theile's record. Another notable race at the same meet was that between Darragon and Guignard, in which the champion of the world had to bow to the world's hour record holder. His defeat has led Darragon to challenge Guignard to another race for a bet of 5,000 francs (\$1,000), and the money has been posted, but as yet Guignard has not accepted the conditions.

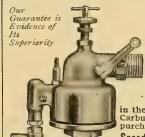
A good finish resulted in the 3,000 metres scratch, which Toussaint won from Paulmier by half a length. Oscar Schwab, formerly of America, was a close third. In the 10 kilometre invitation, Vanden Born, of Belgium, beat Devoissoux, the ex-amateur, by a length.

Rutt received a great ovation when he appeared on the track for the 50 kilometres tandem paced race against Seigneur, Privat and Theile, and surprised the multitude when he won from Seigneur by about ten yards—an unusually close finish for a race of this character—for this was Rutt's debut at this style of racing. Privat was third by two laps. Much was expected of Theile, but the German coming man was sick when he started, and soon gave up.

Three heats were necessary to decide the Darragon-Guignard paced match. The first went for 20 kilometres and was won easily by Guignard in 14:45. Darragon finished four laps behind. Thirty kilometres was the distance of the second heat and Darragon finished two laps in front. The third and final heat was made 10 kilometres and was a battle royal from start to finish. Guignard managed to win by 150 yards, in 7:28½, breaking Darragon's record of 7:31½. The result of the race has resulted, as stated, in a challenge from Darragon to Guignard for a wager of \$1,000.

Guippone rode ten fast kilometres in his motorcycle match against Moreau. The distance, 6½ miles, was covered by the Italian in 6:53½.

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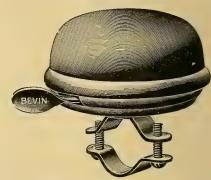
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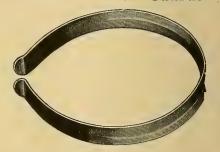
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### The Week's Patents.

873,337. Puncture Closer. David Apstein, Bridgeport, Conn. Filed Feb. 14, 1907. Serial No. 357,300.

1. A device of the character described comprising a threaded shank having a head formed thereon, a sheet metal cap formed from a disc of metal having a central hole through which the shank is passed, the disc being then closed loosely over the head and a flexible closer hesured to the cap.

875,093. Tire Tool. Gustave Mohme and Aaron V. Hadlock, Chicago, Ill. Filed Feb. 8, 1907. Serial No. 356,458.

1. A fire tool of the kind described consisting of a handle bar; a slidable fulcrum block supported on said bar and having a grooved end adapted to rest on the edge of the rim of a wheel; a pendent hook pivotally secured to the end of said bar; a tire holder transversely secured to the inside curve of said hook, the concave curved surface of said holder being towards said fulcrum block on said bar, substantially as described.

875,426. Drive Belt. Alphonse H. Gits, Chicago, Ill. Filed Sept. 19, 1907. Serial No. 393,667.

1. A drive belt of the class described comprising a metallic chain body consisting of blocks and links, a friction strip disposed against the under side and side faces of the chain, rectangular pieces of hard leather disposed against the upper surface of the chain, and bolts passed through each of the last mentioned pieces and the strip and between each pair of links of the chain.

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W ANTED-Addresses of dealers in New York City who make a specialty of jobs in bicycle sundries and sporting goods. Address M, care Bicycling World,

FOR SALE—N. S. U. twin, 5½; like new; condition perfect; guaranteed; \$175. VIERECK, 421 Third ave., city.

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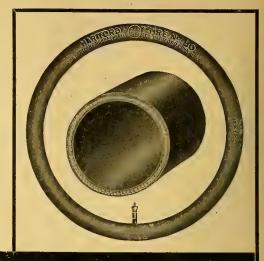
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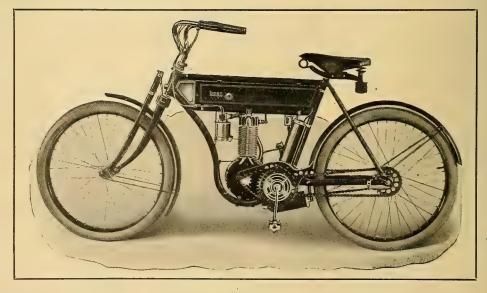
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will make them sell with ease. The satisfaction they give will sell more of them. Our Agents who have received their samples, marvel and ask how can we do it for the money. Answer, QUALITY and QUANTITY. Why do other makers fear us. Because they know what we know, which is this, that we present to the public the best proposition for the least money and have the goods to deliver. Don't be fooled or be foolish.

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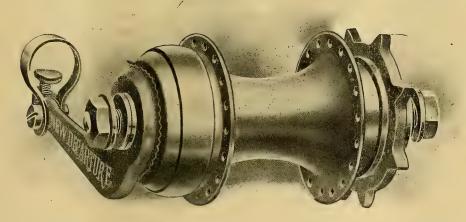
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**STRONG** 

**SURE** 

Our present liberal policy of supplying parts to all retailers will interest you. It will be to your advantage to write us about this new plan.

The New Departure Manufacturing Co.

KING STREET

Bristol, Conn.

### Coasting's Exhiliration

need not be marred by mechanical complications -

### Forward Pedaling

need never be hampered by a dragging friction in the coaster brake-

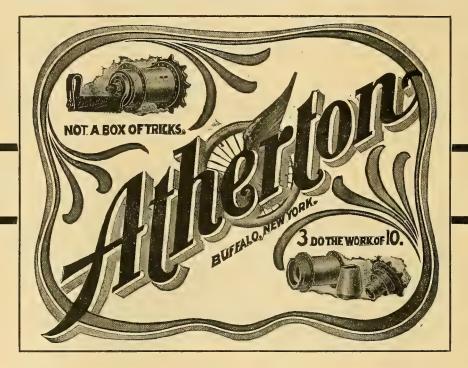
### Braking Action

need never be too binding or abrupt in application-

### Your Coaster Brake Itself

need not be an intricate box of tricks, instead of a single, strong, efficient mechanism—

### BECAUSE YOU CAN BUY THE



The Atherton Coaster Brake abolishes all the numerous delicate parts common to the so-called "old line" coaster hubs. It is as frictionless as a solid hub in forward pedaling or free coasting, but powerful in braking action to just the degree you may want.

For Sale by Leading Jobbers and Dealers Everywhere

# D. P. Harris Hardware Company

Distributors to the Manufacturing, Jobbing and Export Trade Only

48 Warren Street,

New York

# One of These Names on a Bicycle Guarantees Bicycle "Goodness" Beyond Question

Columbia
Hartford
Rambler Fay
Ideal
Cleveland
Westfield

Tribune
Stormer
Fay Juvenile
Monarch
Imperial
Crescent

The sale of a poor bicycle acts like a boomerang to the dealer.

The sale of a good wheel acts in the same manner.

Dealers should remember that the dissatisfied purchaser brings his troubles to the dealer and not the manufacturer of that wheel.

It's merely a matter of the dealer "picking the perfect wheels." It's merely a matter of the dealer seeing that a well-known "quality" name is on that bicycle.

Everybody knows what the name Pope means on a bicycle.

Every dealer should know it. Do you? Will you let us show you how you will increase your profits—it can be done. Write

The Pope Mfg. Co., Bicycle Hartford, Conn.

# The Product of Co-operative Labor



Careful and Experienced

Workmanship

Elegant Finish

**Best Material** 

Sold Everywhere

EMBLEM MFG. CO.,

ANGOLA, N. Y.

REPRESENTATIVES:

Ballou & Wright, Portland, Oregon, for Oregon and Washington. John T. Bill & Co., Los Angeles, Cal., for California. Manufacturers' Supplies Co., Philadelphia, Pa., for Delaware, Maryland and South New Jersey.

### "The Rule of the Road"-

must be observed. So must the splendid capabilities of the light-weight be observed by all cyclists on the look-out for a reliable motorcycle. That exhilarating rush through the air without the need of physical effort will be appreciated now that the harder going season is approaching.

N.S.U.

N. S. U. Motor Co.

206 West 76th Street **NEW YORK** 

And the manner in which it takes hills is marvellous, SPEED-5 to 30 miles per hour. RELIABILITY-Great. EXPENSE-Small.

LIST OF N. S. U. AGENTS IN THE UNITED STATES.

LIST OF N. S. U. AGENTS IN THE UNITED STATES.

Eastern New York, Northern New Jersey and Connecticut.—J. F. McLaughlin, 206 West 76th Street, New York City.

Western New York State—Neal, Clarke & Neal Co., 643-5 Main St.,

Buffalo, N. Y.

Massachusetts—The Motorcycle Specialty Co., 258 Columbus Ave., Boston.

Michigan—F. Kicherer, 206 St. Aubin Ave., Detroit, Mich.

Colorado, Wyoming and Utah—F. N. Williams, 224 16th St., Denver, Colo.

Kansas, Missouri, Iowa and Nebraska—E. M. Brotherson, 529 Joplin St.,

Joplin, Mo. The Sellers-Bury Co., 1207 McGee St., Kansas City.

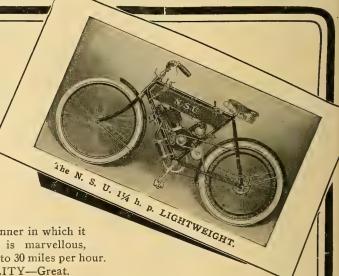
The Southside Cycle Co., 1701 S. Broadway, St. Louis.

Pennsylvania—The Haverford Cycle Co., 827 Arch St., Philadelphia.

Cincinnati and Suburbs—The Pickering Hardware Co., Sporting Goods

Department, Cincinnati, Ohio.

Wisconsin—F. A. Bremer, 613 North Ave., Milwaukee, Wis.



# These Are Good Times

It's pretty easy to talk bicycles these days, with every one trying to pinch down a dollar or two from the weekly expense bills.

Mr. Economizer is your man, and it's worth while getting the argument to him in a substantial manner right now.

Of course, it's largely a matter of having the right bicycle to talk about; so you need the Gendron catalogue. We are virtually handing Gendron Agents business, because the full value of twenty-five years of reputation building goes with our agency.

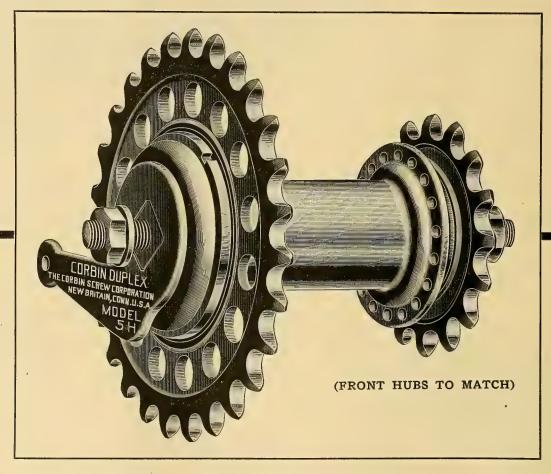
Gendron Wheel Co.
Toledo, - Ohio



# At least 75 PER CENT.

of the motorcycles in use in America are fitted with the

# Corbin Motorcycle Coaster Brake



But one thing has effected this result-

### CORBIN SUPERIORITY.

It has been convincingly proven by years of use on all sorts of roads by all sorts of men using all sorts of machines.

CORBIN SCREW CORPORATION, NEW BRITAIN

Volume LVI

New York, U. S. A., Saturday, February 1, 1908

No. 19

### **BRITISH EXPORTS TOP \$6,442,000**

Despite Poor Showing for December Shipments Increased Largely in 1907—Imports also Showed a Gain.

Although the shipments during December were the smallest of the twelve-month, and fell below the record of December of the previous year, Great Britain's total cycle exportation for the year 1907 attained a total value of £1,288,406 as against £1,140,595 for the year 1906—an increase of \$739,000 in round numbers.

The total was made up of 102,393 complete bicycles valued at £508,783, and parts to the value of £779,633. In 1906 there were exported 78,841 bicycles, valued at £430,196, and parts worth £710,399.

For the twelve months of the past year the average value of British cycles exported was £4 19s. 4d., as compared with £5 9s. in the previous year, and £6 9s. in 1905. The monthly average in the first eleven months of 1907 ranged from £4 17s. 6d. to £5 1s. 9d., but there was an exceptional drop in December to £4 15s. 6d., when 5,630 bicycles, value £26,930, and parts to the value of £58,408 were shipped in contrast to December, 1906, when 6,550 machines, value £32,769, and parts worth £54,122 were exported.

On the basis of the declared value of the cycles exported in the past year, the total value of cycles and parts represents an export of about 260,000 machines. A similar calculation shows that in 1906 the total value represented 210,000 machines.

During the year the British imports of cycles and parts advanced from £158,074 to \$170,845, the number of complete bicycles dropping from 1,288, valued at £7,886, to 698, valued at £5,259. The import of parts, however, increased from £150,188 to £165,586.

In respect to motorcycles and parts, the

exports increased from 739 to 799 machines, the total value, including parts, jumping from £51,270 to £53,552. The imports were 1,770 motorcycles and parts, total valuation £78,746 as against 1,747 machines and parts of the aggregate value of £80,894 during the year 1906.

### N. S. U. Locates Its American Depot.

Eugene Kicherer, who came from the factory in Neckersulm, Germany, to establish and manage an N. S. U. depot in this country, has leased for the purpose the premises, 206 West Seventy-sixth street, New York, and already is in possession. To facilitate matters he has formed and incorporated, under New York laws, the N. S. U. Motor Co., with \$10,000 capital, of which Gottlieb Banzhaf, the managing director of the Neckarsulm factory, is president, and Kicherer vice-president and treasurer. Carl L. Schwarz, of New York, is secretary. The building on West Seventy-sixth street, which has been leased, comprises two large floors, the upper one of which will be occupied by Mr. Kicherer's office, a repair shop, a stock room in which all N. S. U. parts will be carried, and a full line of N. S. U. motorcycles, the reserve stock of which will be warehoused in New York. The lower floor will be occupied by J. F. McLaughlin, the N. S. U. agent for New York and vicinity, and will afford room for about 100 machines.

### Hornecker Located in Geneseo.

The Hornecker Motor Mfg. Co., makers of the Torpedo motorcycles, have completed their removal from Whiting, Ind., and now are in possession of the plant in Geneseo, Ill., which was built for their occupancy. As the new factory will greatly increase their facilities and with their 1908 line, including five different models, single and twin cylinders, and with Thor and imported Antione motors, the Hornecker people naturally expect to cut a much larger figure in the business than in any previous year.

### **BURGESS TALKS COASTER BRAKES**

His Startling Advocacy of the Tire Type— An Argument Based on Figures and Physics.

That at this stage of the business when a man of such long and varied experience as W. H. Burgess, manager of A. G. Spalding & Bros.' New York bicycle department, should stand up and maintain that the original form of coaster brake applying its power to the tire, is superior to the brake acting on the hub, it is sufficiently startling to cause any one interested in cycling to "sit up and take notice." For that is exactly what Burgess contends and it must be said that he brings plausible argument to his support and "shows his faith by his works." He has been selling the tire type of coaster brake during all these years, and only last week purchased the last remaining lot which the Pope Mfg. Co. had on its shelves.

"I suppose," said Burgess, when a chance remark brought up the subject, "that the average man will promptly conclude I'm a wild-eyed crank full of theories. But I am nothing of the sort. I am a believer in coaster brakes and advise every one to use them. If they don't like the tire brake, I'm as ready to sell the hub brake. But I do sincerely believe the former is the best type. The first objection that is invariably raised by prospective customers when I suggest a coaster tire brake," he continued, "is that the wear on the fire is too severe; and to the man who doesn't do his own thinking, this seems reasonable. But it's wrong, dead wrong, as I can easily prove.

"I guess we all agree that wood is harder than paper, yet we use paper with sand on it to polish or wear away wood, and the same principles applies to the brake; the sand and grit of the road imbeds itself in the soft rubber of the tire and when it comes in contact with the metal brake spoon the wear is on the spoon, not on the tire. I have specimens here of spoons that have holes worn clean through them.

"Another answer to this argument is that the tire of a 28-inch wheel offers 88 inches of wearing surface, the spoon about two, a ratio of 44 to 1, and I don't see how any sane man can question which will go first, yet we all know how long a metal brake spoon will last. If these arguments don't settle the doubt, I always agree to replace free of charge, any tire worn out by the brake—and that is certainly an evidence of my sincerity.

"I myself use this type of brake, and my two children use it," he continued. "The theory is right and I've proved by personal experience that the theory is justified by practice. Looking at it from a scientific point, there are very simple illustrations which can be used to demonstrate my contention. For instance, take a wheel 28 inches in diameter, or 28 feet, and try to start it, or stop it-what will you do? Apply your hand to the hub or to the top of the tire. Of course to the tire. Again, can you open or close a door as easily by pushing at some point near the hinge, or at a point near the knob? Why, even a child knows the answer. It's the simple law of lever and fulcrum, and in coaster brakes the principles of leverage also apply.

"In the hub coaster brake you have a point of resistance about 1 inch from the axle; on the tire of the same wheel your resistance is applied 14 inches from the axle—a ration of 14 to 1, a leverage 14 times as great. Where will you get the best results with the least effort—on the hub? Not on your life.

"And now, one other advantage, and not the least one, either," Burgess added after a moment's thought. "In the tire brake you do away with a lot of the mechanism concealed in the hub where it's hard to get at, and you have a moving part that is easily accessible, and accessibility is a feature for which all manufacturers strive.

"My position on this question is just this: Commercially, it makes no difference to me which brake is ordered, for I supply both kinds, but as a man interested in cycling, I want to see the best results for that means the most satisfaction to riders, and in advocating this type of brake, I express an lopinion which I believe is founded on theory and backed up by practice, and with which I have had a personal experience. The coaster tire brake is applied as quickly as the other kind; it may be applied more gradually; it causes less skidding when applied quickly; it is applied with one fourteenth the power, or when the user applies his full power, there is 14 times as much of it as with the hub brake. Those are strong enough reasons to appeal to any reasoning man."

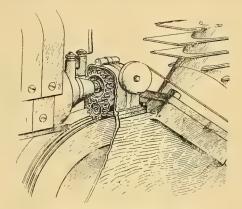
### Hedstrom Again Goes to Europe.

Oscar Hedstrom, of the Hendee Mfg. Co., is again in Europe. He returned from a previous visit only about six weeks since.

### NEW ADAPTATION OF THE MAGNETO

Its Ingenious Application to the Driving Mechanism—How It is Effected with Two Gears Employed.

One of the problems to be solved in adapting the magneto to the motorcycle engine, is that of arranging its driving mechanism in the most economical manner possible. When the motor is of the vest pocket type, such as is used on several of the motorcycle attachments manufactured abroad, wherein space economy is of equal importance with economy in cost, this problem becomes somewhat embarrassing to the de-



DRIVE OF THE MOTOSACOCHE

signer. The constructor of the Motosacoche, which is a bicycle attachment of dress suit case proportions, was not of the sort to be stumped in any such way. His method of effecting the magneto drive is ingenious, if not equally praiseworthy. Only two gears are employed for the purpose, one of which is on the armature shaft, while the other acts as an idler between the first and a set of spiral teeth which are cut in the face of the fly wheel. The accompanying picture shows how the drive is effected.

The Motosacoche comprises a 1½ horsepower inclined motor, which is almost completely enclosed in a case which is flared out in front like the bell, of a horn, to form a conductor for the air which circulates around the cylinder, and then is carried down around the crank case. The entire arrangement, including motor, carburetter, tanks and magneto is a unit which fits inside the ordinary diamond frame.

### New Call for 125 Police Bicycles.

Having rejected the four bids previously received, the New York Police Department, through Inspector Titus, of the Bureau of Repairs and Supplies, is now printing the new contract forms, which probably will make their appearance next week. The same number of bicycles, 125, will be called for and the previous specifications will apply, as follows: "Bicycles to be of the same style, quality, finish and workmanship as sample bicycle (a \$50 Pierce) on.

exhibition at the Bureau of Repairs and Supplies, and be equipped with approved lamp, bell, brake, toe-clips, tires, tools, etc., first-class and most substantial in every respect. Bicycles to be tested and guaranteed against defects for six (6) months, any defective machine or part to be repaired and replaced by new material upon demand. Positively no inferior machine or equipments will be accepted as substitute for this article."

Inspector Titus now is wise to the difference between jobbing bicycles and the high grade article, so that there is small likelihood of another vexations situation arising.

### How to Avoid Vise Marks.

When working over delicate and finely polished parts in the bench vise, it is well to line the jaws with strips of sole leather, which may be bent over the top of the jaws and riveted at the ends to form a close fitting cap, if required. In this way "vise marks" may be entirely prevented and no marring of the finish is likely to result, unless the vise is set up carelessly. For heavier work where a stronger grip is required, special jaws made of soft brass or lead may be used to good advantage. Wooden jaws may be used for clamping tubing and odd-shaped parts which the steel faces of the regular jaws would be likely to injure, but they will not stand any great amount of pressure, and are liable to split without any warning.

#### Apply Equal Tension to Nuts.

In assembling parts which are held together with several bolts, as for instance flanged couplings, or cylinders which are lagged to the crank case by several long studs, it is of the greatest importance that equal tension be applied to the several nuts in drawing them down. If this is not done, one or two may be made to carry the load for the entire group. More than this, in the case of any joint which is supposed to be gas or air tight, an uneven tension on the bolts tends to cramp the flanges, drawing the piping out of line, and absolutely preventing the desired effect; since a joint so put together almost never can be prevented from leaking.

### Cole Company Changes Its Name.

3-in-One, that which no lubricant and rust preventive is more widely known, will hereafter be marketed by the 3-in-One Oil Co., instead of by the G. W. Cole Co. The change is one of name only, as the general offices will remain at 42 Broadway, New York, and J. Noah H. Slee, who built up the business to its present huge proportions, will remain the man at the helm.

### Lyons Becomes a Corporation.

George V. Lyons, the Wagner agent in New York, this week incorporated his business under New York laws as the George V. Lyons Motor Co., with \$3,000 capital. George V. and Marie A. Lyons and Andrew F. Dickson, Jr., are named as corporators.

### FIXING UP A FAULTY CYLINDER

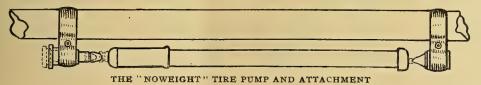
Some of the Imperfections That May be Remedied—How Graphite Can be Used for That Purpose.

Certain classes of cylinder difficulty are irremediable and should always be recognized as such. Others may be of such a nature that some improvement may be brought about by skilful treatment. Thus, when a cylinder has been cast from pool metal, or has been improperly cast, so that it is porous, it is practically useless to attempt to do anything with it, although in some cases, a thorough soaking in some oxydizing liquid, such as a sal ammoniac or a weak acid solution, may be sufficient to "rust" up most of the smaller perfora-

tive that its cylinder or cylinders are either cracked or porous. Sometimes the piston is at fault, sometimes the rings do not fit their grooves sufficiently well, and sometimes they are so placed that the breaks between their ends are in line, thus leaving a free passage for the gas to leak through. More than that, it sometimes happens that the trouble is due to a leaky spark plug gasket, or even to a valve stem which is stretched beyond its proper length. Simple though these causes may be, they are frequently overlooked even by "old hands."

#### Tire Pump with Celluloid Barrel.

One of the neatest offerings imaginable in the cycle accessory line is the "Noweight" tire pump and frame attachment which F. A. Baker & Co., 37 Warren street, New York City, are just introducing into this country. Although it has been in use abroad for several years so that its reputa-



tions and a few if not all of the major ones. Generally speaking, however, a cylinder which has been so treated, is not as strong as it should be, and is liable to fracture at any time and to subsequent leakages.

A cylinder which is "out of round"-an ailment which sometimes happens, even in the best regulated of shops, must be rebored. There is no way out of it. One which shows tool marks, or is scratched to such a point that it will not hold compressions, sometimes requires reboring, but more frequently can be straightened out by grinding. Either of these processes, or that of "lapping" out the bore to further reduce the minute inequalities of its surface, must be done in a properly equipped shop. In not a few instances, however, and not infrequently in the case of new motors which are not blessed with unusually smooth cylinder walls, considerable benefit may be derived from the use of graphite.

The effect of graphite is to fill up the pores in the surface of the iron, fill in any possible scratches of a minor nature, and polish the "high spots" sufficiently to very materially even the surface with the effect of increasing the compression and rendering the action of the motor smoother and stronger. In using the graphite, care should be taken not to use too much, in which case it tends to foul the spark plug and work over on to the valve seatings, nor to use any but the cleanest and best of flake graphite, free from hard and gritty particles. It may be applied most conveniently when the machine has been dissected, when a paste of the graphite and hard grease may be smeared evenly over the cylinder walls, before reassembling.

Incidentally, it should be mentioned that the fact that a motor loses compression consistently and continually, is not proof position is already well established, this device has not been imported before, so that its special characteristics of light weight and space economy are added to the favorable impression which its mere novelty is destined to create. It is made with black celluloid barrel and handle and steel plunger rod, the piston packing being of soft leather. The end of the handle is made to telescope outside a portion of the barrel, thus forming a protection against dust and dirt, and is lightly set off with raised ornamental figures.

The most unique feature of its construction, however, is the method of attachment, which consists of a couple of clamps attached to the top tube or seat post mast of the cycle frame, and carrying little cones which are inserted in the delivery nozzle and back side of the hose coupling, respectively, the latter being slipped inside the hollow plunger for economy's sake. The hose is of a special grade of fabric covered tube and unusually flexible. The working stroke of the pump is 12 inches, and its total length as attached to the machine is hardly more than 17 inches, though its construction is such that it is quite as powerful as many larger foot pumps. The total weight is only about 6 ounces, and with its polished surface and unassuming proportions it forms a distinct ornament rather than a blemish to any machine upon which it is carried. Besides this, the fact that it may be instantly removed and replaced simply by withdrawing a spring catch in one of the supporting brackets, is a point which the rider of experience is not likely to overlook.

The Reliance Motorcycle Co. has completed its removal to Owego, N. Y. Previously it was located in Elmira.

### **REQUIRING BIDDERS TO MAKE GOOD**

Wherein the Federal Government Does Better Than New York City—Making Substitution Proves Costly.

"The idea, suggested in last week's Bicycling World, that the city official whose duty it is to make the award, after bids have been opened, to the successful competitor, should have sufficient knowledge of the articles required to determine that the specifications were complied with and that the goods furnished are at least equal to the sample submitted by the municipal department, is an excellent suggestion. But a surer way of maintaining a standard," remarked a man who has had extensive experience with the United States Government in matters of this kind, "would be to adopt and then follow the inflexible rule of the Federal Government, which compels that the contract be awarded to the lowest bidder and that he shall furnish goods equal to the sample.

"The city requires that a bond of 50 per cent. of the bid be filed with the comptroller, also that a certified check for 5 per cent. of the bond be presented with the bid. The successful bidder then files another bond of a sufficient sum to guarantee that he will faithfully perform his contract and to the unsuccessful bidders are returned their various deposits. But any bid, whether large or small, may be thrown out if the sample submitted does not equal the sample adopted as a standard.

"With the Federal Government, the contract must be awarded to the lowest bidder. Uncle Sam assumes that he knows what he will be required to supply and if he attempts to substitute an inferior article it is rejected and he is called up and given the choice of making good, even at a loss, or forfeiting his deposit, and he does one or the other, you may depend on it. There is no rejection of all bids, and readvertising for new ones, as is the rule rather than the exception with the contracts entered into with the municipal departments.

"The bonding companies are willing to supply the bond for any one entering a municipal competition, as they well know the bond will be returned if the bids are rejected, but when called on to furnish the bonds in a government contract they make very certain that the bidder is financially able to live up to his contract before they give him their backing.

"It would require only one instance of a municipal bidder being compelled to make good, on a contract where he had quoted a figure at which he could not furnish the article equal to the sample, and had hoped to win out through the substitution of an inferior grade, to teach a lesson that would have a decided and far reaching influence on all future contracts of every nature."



# MOTOR BICYCLE

READING STANDARD COMPANY

READING, PA., U. S. A.



Published Every Saturday by

### THE BICYCLING WORLD COMPANY

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TELEPHONE, 2652 BEEKMAN.

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ATChange of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

##Members of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, FEBRUARY 1, 1908.

### Regarding the Roller Chain.

It has taken the roller chain a long time to find a degree of favor for bicycle use, but that its popularity is increasing is beyond doubt. Generally speaking, it has had to win its own way without assistance from the bicycle manufacturers. Riders have had to discover for themselves the merits of the roller chain. That many of them have done so, communications published in our correspondence column have served to demonstrate.

The desirability of the chain was well summed up by the president of the St. Louis Cycling Club when he wrote:

"A good roller chain is indispensable to comfort and safety, especially in case the rider is caught far from home, in the rain. I have been out in the rain and mud and have seen others obliged to stop repeatedly to clean out the mud from the links of a block chain, whereas my own roller chain not only did not need cleaning, but did not snap or bind at all. It seems to me that if any one had ever used a good roller chain, he would not consent to use a block chain again. It is as proof against mud

and grit as a "chainless," and yet has all the advantages of the chain—which most of us here think are considerable."

So far as motorcycles are concerned the roller chain has scored a sweeping triumph. The great added strain which the power driven machine puts on the transmission proved the block chain to be an element of weakness. If it did not break, it stretched with astonishingly little use; and a loose chain is not merely a noise maker, but an invitation to more or less serious or expensive happenings, regardless of whether the bicycle be propelled by pedals or engine power. The roller chain has completely ousted its rival so far as motorcycles are concerned. It may not so generally become the equipment of bicycles, per se, but it certainly is due for increasing demand and that cycle manufacturer will serve his own interests who permits it to more seriously enter into his considerations. The roller chains of to-day are not the heavy cumbersome things of a decade

### The Value of Publicity.

What may be done when a dealer is wide awake to his opportunities and makes the most of them, is well illustrated in the case of a dealer of the sort in a Southern city of considerable prominence. He sought out the sporting editor of one of the local papers in the effort to induce him to give some space to cycling affairs. He found the editor willing enough to publish "live matter" if it were supplied to him, as usually is the case.

The dealer undertook to supply it, and although he admits that it has proven a tax on his grey matter, he has succeeded in furnishing something every day which has proved acceptable. At the end of the second week the dealer reports that already he is feeling the effects.

"My local sales are larger than for any previous January," he writes. "They are three times greater than my December business, when I had Christmas trade to draw on."

It is one of several instances of the sort of which we have knowledge, and it is a fact that in each case, without an exception, the dealers concerned have been remarkably successful. Too many dealers "have no time" to do anything of the sort, and as a result they little more than eke out an existence. They scarcely know the real meaning of publicity, much less the value of it. In all save the largest cities, the aver-

age paper welcomes "live matter," especially if it possesses a local flavor. For the too frequent reason that there is "nothing doing" they no longer seek for it in cycling circles. Usually it must be brought to them; but it pays to bring it to them.

### Making the Bids Mean Something.

Carelessness in the way of safeguarding the city's interests in the manner of awarding contracts, or at best a failure to learn by many experiences that over-shrewd bidders offer to do impossible things, was again strongly in evidence when the New York Police Department opened the bids for bicycles as told in last week's Bicycling World.

As the result of a little quiet investigation by the department it was learned that bicycles which they were offered for \$29 each when buying 125 of them, could be purchased at retail in the open market for \$4 less. Accordingly all bids were thrown out and the department is again given the trouble of readvertising, and of preparing and printing new blanks with the consequent delay and expense.

If, instead, the city had brought to bear the same methods that apply in government bidding, as told in another column, the contract would have been awarded to the lowest bidder and it would have cost him a pretty penny to bring his jobbing bicycle up to the standard required, if he did not have to go out into the market and actually purchase nameplate goods, or forfeit the bond he had deposited. Such a policy would offer incentive to reputable manufacturers to enter these competitions as they then would know that all bidders would find it to their own interests to quote figures on articles absolutely equal to the sample, which would cut out the interference of those concerns that offer an article far inferior to the sample at a price just below any figure that a high grade article could be sold for, in the hope or belief that their goods will "slip in somehow."

If the city officials will take a hint from the national government they may make their contracts so attractive that many competitors will strive for them with the knowledge that the best article at the lowest price will secure the patronage, and that they will not be forced to submit their high grade product at a low price against a low grade product at a high price. As it now stands, there is no penalty for deception of substitution, so far as municipal contracts are concerned.

### CORRESPONDENCE

### Timing of the Magneto.

Editor of the Bicycling World:

Please find enclosed 25 cents in stamps for which send me your new book, "Care and Repair of Motorcycles." Please send it at once. Also, if possible, please tell me how to time a magneto on a single. In what position should the sparking lever be with the piston on dead center, ready to turn over.

WILLIAM STIEP, Jersey City, N. J.

[With most magneto systems, the timing is such that with the spark lever drawn fully back, the interrupter will break when the piston is just on the dead center. Hence, before timing place the lever in its retarded position. To locate the dead center, remove compression tap from top of cylinder and insert a pencil or small rod, turning the motor over by hand slowly, and permitting the rod to follow the piston up and down. Observe the point at which the exhaust valve opens. The piston will then rise, indicating that the exhaust stroke is taking place. Keep on turning while the rod falls and rises once more, when the suction and compression strokes will have been completed and the working stroke is about to begin. By turning the motor back and forth very carefully and watching the movement of the rod, observe the point at which it is neither moving up or down-the dead center, in other words. Next remove the cover from the interrupter on the magneto and turn the armature shaft until the point is reached where the platinum points are just beginning to separate. When the armature is properly set in this way, replace the driving gears which connect it with the crank shaft, taking care not to move either the magneto shaft or the crank shaft. If the motor has been properly assembled, the gear teeth will mesh without difficulty. If it is found to be impossible to mesh the gears without moving the armature, the gear which is fastened to the armature shaft must be released by backing off the nut which holds it and loosening it on its shaft so that it can be turned without disturbing the position of the armature. When this has been done, place the gears properly and again secure the shaft and gear together, and replace the cover and compression tap. Before doing so, however, it is well to repeat the entire process from the beginning, in order to check any possible error.]

#### More About Bicycle Equipment.

Editor of the Bicycling World:

I have noted with a good deal of interest the opinions expressed in your paper by several riders in regard to equipment of their wheels, and think, therefore, that the equipment of my Tribune cushion frame chainless may be of interest to others. It has a Corbin duplex coaster brake, this being the only one made to fit a chainless wheel, with the exception of the Pope brake, which I gave up for various reasons. My gear is 82 and I find it ideal for road work, and have no difficulty in climbing any ordinary hill or fairly steep grade. I use Hartford 77 tires, my rear tire being a 77 extra heavy corrugated tire which I have used over all kinds of roads for 975 miles without a single puncture. I have Bridgeport pedals, and find that 7-inch cranks give much more power than the shorter ones. My saddle is a Garford with spiral springs, and for a lamp I find the Solar gas lamp the best thing of the kind: I have ridden this wheel 2,300 miles in the past year.

CLEVELAND CADY, New York.

### Addresses of the Organizations.

Editor of the Bicycling World:

Being a reader of your weekly publication, I take the liberty of making a request. Will you kindly let me know, through your valued periodical, the name and address of some good body of wheelmen, the Tiger Wheelmen, or the Century Club preferred; also the way of making application for membership.

CHAS. HUTMACHER, New York.

[Write the secretaries for application blanks—Tiger Wheelmen, 782 Eighth avenue, New York; Century Road Club of America, Fred E. Mommer, secretary, 54 East Ninety-first street, New York; Century Road Club Association, Paul Thomas, secretary, 68 College avenue, North Tarrytown, N. Y.]

### Where the Clubs are Located.

Editor of the Bicycling World:

I would like to find out through your weekly magazine the names and addresses of motorcycle clubs in the vicinity of New York City. If you could supply me with this information I would be very thankful WM. PFEIFER, Jr., Jersey City, N. J.

[New York Motorcycle Club, E. L. Ovington, secretary, 2236 Broadway, New York. Brooklyn Motorcycle Club, C. L. Simms, secretary, 939 Pacific street, Brooklyn. Hudson Bicycle and Motorcycle Club, George Ditzel, secretary, 141 Elm street, Jersey City.]

### Wants to Buy a Clement Belt.

Editor of the Bicycling World:

Will you please let me know where I can purchase belts for Clement motorcycles. They are the small, round belts that formed part of the Clement motor outfit that was sold for attachment to ordinary safety bicycles.

P. M. CORR, Washington, D. C. [Who can supply the information?]

#### Waste of Available Accessories.

It is strange how many otherwise useful accessories are thrown away annually for want of a little repairing, simply because the rider is too indolent to spend the small

### COMING EVENTS

February 17-22, Boston, Mass.—Four hours a day six days race.

February 20-March 7, New York City—Championship amateur and professional meet at Sportsmen's show in Madison Square Garden, under auspices Tiger Wheelmen.

March 21, New York City—Tiger Wheelmen's fifth annual championship home trainer meet.

amount of time required to set them right. For instance, it is a comparatively simple matter to fit a new washer to a tire pump which refuses to "hold wind" any longer, or to fit a new clamp screw to a lamp which fails to stay "put," because the old screw has been stripped of its thread. Of course, the new device which replaces one laid aside for any such cause is far more attractive in many cases, but where expense has to be regarded at all, economy demands making the best of what already is in hand.

### Negro Proved an Agile Thief.

If cyclists in Louisville, Ky., are suspicious hereafter concerning any colored person whom they may happen to see on a bicycle, there is a reason. There's a dark hued bicycle thief abroad. He is abroad in spite of the strenuous attempt made by Philip Lipski to hold him when he had him. Lipski is a dealer, and on the 24th ult. he was visited by a negro who wanted to sell him a bicycle. Recognizing the bicycle as one described as having been stolen, Lipski called a clerk to hold the fellow. Then he went to the telephone to summon the police.

Breaking from the clerk's grasp the negro dashed the telephone from Lipski's hand and beat it for the street, but Lipski headed him off and locked the door. Then the fugitive tried vainly to butt his way through the show window. Next, he was felled by a baseball bat wielded by Lipski, but was up like a rubber ball and bounded upstairs to the second floor, with Lipski in pursuit. Out on a roof was the coon's next play, with Lipski after him. When the negro jumped twenty feet to the ground, Lipski passed out of the game, and the coon sprinted for freedom.

### Motorcycle Population of Great Britain.

During 1907, no less than 53,877 motorcycles were registered in the United Kingdam, as against 45,645 in 1906. This represents an increase of 8,232 registrations, or a little over 15 per cent. In these figures, no allowance is made for re-registrations owing to change of ownership, but the proportion is probably not large. The greatest increase in vehicle licenses was in the case of pleasure cars, which showed a gain of nearly 16,000, the 1907 total being 61,617.

### CONFUSED FINISH AT KANSAS CITY

Dispute Arose Over Award of Six Days
Race to Lawson—Exciting Incidents
of the Final Day.

Final Score.

Miles.	Laps
1 Lawson-Moran 984	10
2 Fogler-Root 984	10
3 Sherwood-Wiley 984	10
4 Bardgett-Mitten 984	10
5 Hopper-Holbrook 984	8
6 Munroe-Morgan 977	. 8

Lawson, Fogler, Sherwood, Bardgett! That is the position in which these four sprinters finished the final mile of the eight hours a day, six day race which ended in



IVER LAWSON

Convention Hall, Kansas City, last Saturday night, 25th ult. There was no question about the order of finish, but a big dispute as to when the finish occurred arose, and nearly resulted in a turmoil, quieted only when the referee upheld the judges in their decision.

Before the final mile started Prince told the four riders-Lawson, Fogler, Sherwood and Bardgett, selected to do the finishing sprint-that one pistol shot would denote the start, the second single shot the beginning of the last lap and two shots the finish. Fogler set the pace for several laps with Lawson in second position, Bardgett third and Sherwood last. The only apparent combination was between Bardgett and Sherwood, the former "pulling." | Fogler began to unwind in the ninth lap and with Lawson on his rear wheel the sprint started. Bardgett dropped behind and then Sherwood went around on the outside, coming up to Lawson. At the eleventh or twelfth lap, whichever it was, for there is no telling, two shots rang out and Fogler and Sherwood both eased up, thinking the race

was over. At that time Fogler led by a length, with Lawson second and Sherwood third. Bardgett with a puncture was some distance behind: There was a rule to the effect that any mishaps in the final mile would result in another race, but Bardgett evidently forgot to hold up his hand to claim the puncture.

After he had slowed up Fogler saw Lawson attempt to pass, and although he had gotten out of his stride, started to sprint again. It was useless, but Fogler made a gallant effort and Lawson beat him to the finish by only a few inches.

Instantly there was hubbub. Public opinion was equally divided. Fogler and Sherwood both protested and claimed they had gone thirteen laps instead of twelve. The judges were firm and awarded the race to Lawson. That Prince got very much rattled at the finish and fired the wrong signal is the opinion of a majority of the riders. The order of finish did not make very much difference as regards the prizes, but the point was that Fogler had boasted he could outsprint Lawson in a race of the sort and on account of the misunderstanding, did not have a fair chance to do it. Sherwood was equally certain he could trounce both Fogler and Lawson, and he did not like it because of the misunderstand-

A bad accident occurred just after the decision was announced. Lawson and Moran were called out to do the usual "tour de honneur" and were slowly riding around the track when a careless spectator ran across the course. Lawson and Moran both fell. The latter was knocked unconscious and had to be carried to the hotel across the street. This was the second fall Moran had suffered during the last day, the other taking place an hour before the finish. A sprint had started when Moran's tire blew up. A doctor pulled a two-inch splinter from his arm: The afternoon's racing was marked by frequent attempts of Hopper to gain a lap, but the riders were wary and did not let the damaged Minneapolis crack get too far ahead. Hopper was at some disadvantage as his leg, injured in the Boston race in November, has not entirely healed.

Judging from the reports of the riders the race was successful to a remarkable degree. It was the first bicycle race held in Kansas City within seven years and the people went race crazy before the end of the week. The average daily attendance was high and at the finish Saturday night nearly 10,000 people were in the hall when the final mile started. The admission was doubled on the last day. While no official figures have been given out it is said that considerably more than \$5000 was taken in at the gate. Kansas City already has asked the riders to return next year.

Although the riders broke the world's record for the first hour, and all existing records for the succeeding hours, it is doubtful if they will be recognized. It is claimed the track was several feet short of a mile.

The story of Thursday and Friday, which was only briefly summarized last week, is as follows:

Fourth Day-Thursday.

	Miles. Laps.
Bardgett-Mitten	. 658 2
Lawson-Moran	
Fogler-Root	. 658 1
Sherwood-Wiley	. 658. 1
Hopper-Holbrook	, 658 1
Munroe-Morgan	654 3

The story of how Bardgett and Mitten gained a lap on the field and how the field worried Mitten almost to death is the tale of Thursday's race. The lap-stealing coup, as sensational as it was unexpected, occurred at 5.30 o'clock in the evening. The field was riding slowly at the time and



JAMES MORAN

Bardgett, of Buffalo, was in fourth position. Suddenly he shot up the bank, gave a mighty jump, and was away for a lead of a quarter of a lap, before the riders realized what had taken place. Fogler and Moran were the first to set after the flying Buffalonian, but by the time they got unwound Bardgett was a half lap in advance. Just then Mitten came on the track and, jumping off the bank, made a sprint that set him in motion with the rest of the field.

As Bardgett came around Mitten made one of the prettiest pickups of the race and was after the field. Root was off the track at the time and Lawson could not relieve Moran, but all the other riders changed partners. In a whirlwind sprint Mitten passed Hopper, Sherwood and Moran. There remained only Fogler to be caught, then 25 yards in front. Mitten showed signs of weakening and quick as a flash Bardgett was back on the track, made a pretty relief, a lightning sprint and shot past Fogler,

No sooner had the riders settled down to a steady grind than Moran and Fogler,

working together, started out to gain a lap on Bardgett, but there was nothing doing. In the evening it was a case of Bardgett and Mitten against the entire field. Moran was the first to start things in the evening and with the help of Fogler the pair worried Mitten. Again and again was this repeated, Fogler and Moran and Root and Lawson, working together, aided by all but Bardgett and Mitten, the leaders. Once they got little Mitten in a pocket and let George Wiley go for a lap, but the Iowan watched his chance, wriggled out of the trap and caught Sherwood, who had taken up the running for Wiley. That was the story of the entire evening-jump, jump, jump-and always Bardgett or Mitten had to break up the sprint. Finally the former, tiring of the tactics of the other riders, determined to give them a taste of their own medicine and he jumped away. Lawson and Root went out, but with little success until Bardgett slowed of his own accord. Scarcely had they settled down than he jumped again and this time Root nearly killed himself before he caught Bardgett. The final mile resulted in a victory for Moran, with Fogler second and Mitten third. The record for the day was 165 miles 4 laps.

Evidently the Kansas City motorcyclists do not mind riding as professionals for Walter Lindle lined up against Gus Lawson, the professional pacemaker and rider, in a one mile match. Both men rode twin Indians and the way they circled the twelve lap track was dangerous enough to keep the crowd at a respectable distance. Lindle almost defeated Lawson, the latter getting home by only a few feet in the fast time of 1:23. The race between Carl Schutte and William Hansen was equally as close. The time, 1:57.

### Fifth Day-Friday.

	Miles.	Laps.
Sherwood-Wiley	. 822	2
Lawson-Moran	. 822	2
Bardgett-Mitten	. 822	2
Fogler-Root	. 822	2
Hopper-Holbrook	. 822	0
Munroe-Morgan	. 816	2

With one team leading and three crack pairs tied one lap behind it was apparent there would be great goings on Friday. The big trick was played about 4 o'clock when three teams, Lawson and Moran, Fogler and Root, and Sherwood and Wiley regained the lap they had lost to Bardgett and Mitten on Thursday, and which placed them even with this team. It was apparent from the very start of the day's riding that these three teams were in a combination to ride Bardgett and Mitten off their feet, and they did it, though not unfairly according to racing ethics, but in a dubious way were moral standards to be gauged by.

Fogler started the sprinting when Bardgett was on the track. Lawson tacked on behind the latter and the instant Fogler eased up Lawson jumped. Lawson had no sooner spent his strength than Moran come on to relieve him. Just before he relieved however, Fogler started another sprint.

Bardgett gamely hung on but made a mistake when the big Brooklyn "horse" slowed. Instead of taking it easy, Bardgett jumped and that proved his undoing. Moran appeared at that time to relieve Lawson and immediately started another heartbreaking sprint, with Fogler on his rear wheel. Hopper had already been lapped. Bardgett tried to hold the hard pace, but began to fall back. A hurried search revealed that Mitten was downstairs and before he could get on his bicycle his partner had lost three-quaters of a lap. Mitten could not stand the strain and Bardgett went back. Although he made a desperate effort to keep Moran and Fogler from passing, the tired Buffalo sprinter could not save himself from being lapped, and Sherwood, fresher than any one, for he had just relieved Wiley, made a pretty sprint and placed his team even with the others. This left four teams on even terms.

Not content with this the field attempted to put Bardgett and Mitten one lap behind, but despite the repeated efforts of Root and Lawson, the pair managed to hold their own. Shortly after 7 o'clock Fogler started a wild sprint with Root sitting on his wheel ready to relieve if necessary. Moran started after him, but collided with Sherwood and the pair tumbled down the incline. Sherwood was unhurt, but Moran sustained several cuts and bruises, besides picking up a large splinter with his back. Then Hopper tried to gain one of the two laps his team had lost and was about to succeed when Mitten hit the boards. The only other mishap was when Root punctured and smashed his bicycle.

The final mile furnished a big surprise. The wise fans had Moran picked to beat Root, but their calculations were upset when Sherwood beat Moran by a half wheel with Mitten a close third,

Six thousand spectators gasped when Lindle and Gus Lawson started their one mile motorcycle match. Lindle simply streaked around the saucer track and it is a wonder he did not kill himself and injure some others. Lindle won by a lap and covered the distance in 1:21, which is at the rate of 6¾ seconds to the lap.

### Motorcyclists Mixed at Kansas City.

As a result of the proceedings at Kansas City, Chairman Douglas, of the Federation of American Motorcyclists competition committee, states that Walter Lindle will be transferred to the professional ranks for competing against Gus Lawson, and that Lindle, Lawson and the other two motorcyclists who competed in match races will be warned that if they again compete without F. A. M. registration and sanction, they will be given an extended term of suspension, while Jack Prince also will receive word that if he again permits anything of the sort, he, too, will be shelved and the National Cycling Association be called on to enforce the suspensions.

Because of a request from the N. C. A., the F. A. M. did not last year enforce its

rules against Lawson and the other motorcycle pacemakers, but at the New York six-day race, Chairman Kelsey, of the N. C. A., served notice on them that the F. A. M. rules must be hereafter adhered to. The two pacemakers who rode a match during the New York grind and who were first to feel the force of the edict, set up a mighty howl, but they were given the choice by both Kelsey and Manager Powers, of conforming to the rules or getting off of the track. They conformed, all right. The force of the alliance has also been felt by a couple of motorcycle "outlaws" in New England who are quite anxious to compete on the Boston track, but who were "spotted" and who now view the racing from a standstill,

### Status of the MacDonald Fund.

Although they were quick to respond to the call for subscriptions to the MacDonald memorial fund, which is being raised for the widow and child of the rider who died as the result of injuries received in the six day race, there are many who have not as yet paid the amount pledged. The committee desires that all subscriptions be forwarded to F. L. Valiant, treasurer, care Bicycling World. The statement, ending January 31, is as follows:

Previously acknowledged	10.50
Total subscribed	\$459.50 273.50
Due	\$186.00

### A. A. U. Enforcing Rule on Amateurs.

The registration committee of the Pacific Association of the Amateur Athletic Union has begun the enforcement of the resolution adopted by the national body to the effect that motorists who compete for cash or against professionals shall not be recognized as amateurs. The Pacific Association has appointed an "automobile commissioner" to "keep tabs" on the offenders. As the automobilists on the coast have followed the rule of the American Automobile Association, which permits an amateur to compete for money of against anyone he pleases, the action of the A. A. U. has created a considerable stir.

### Old Machine Wins Championship.

For the fourth consecutive year, Walter E. Thompson, of Christchurch, has won the motorcycle hill climbing championship of New Zealand. What makes his victory or interest to Americans is the fact that he rode an American machine, a 1¾ horse-power Indian. What makes Thompson's performance remarkable and of general in terest is that he used the same machine in each of the championships. That a four year old motor bicycle should thus be able to show the way to the most modern of the foreign machines of almost double the rated horsepower is an uncommon state of affairs.

### **BAD NIGHT FOR THE BEDELLS**

John Beaten by Krebs and Menus Left by MacLean at Boston Meet—Amateurs Made Lively Going.

It was a bad night for the Bedell brothers, was Saturday last, 25th inst., at the Boston velodrome, for Menus lost the paced race to Hugh MacLean, and John suffered a drubbing by Floyd Krebs in straight heats of their match race. While Menus Bedell showed well behind the motors, he was not quite fast enough for the American champion, who twice finished first in five mile heats. "Flying Dutchman" Krebs was the star sprinter of the occasion, as he captured the five mile open in addition to the match race against John Bedell. A large crowd witnessed the meet.

Krebs and Bedell were slow in getting away in the first heat, at one-half mile. After considerable jockeying Krebs finally took the position and held it for three laps. On the fourth lap Bedell jumped and opened three yards on the Newark German. The latter let loose at the bell and drawing up even with the Long Islander, fought the final lap neck and neck. It was as pretty a race as has been seen on the winter saucer, and there was no appreciable difference at the tape. It required some lynx-eyed officials to decide that Bedell had won by the width of a tire only. Both riders were enthusiastically cheered.

The second heat was set for one mile, and partisanship ran high. Bedell had the pole, but neither wanted to set the pace. Krebs was forced to get in front, and for seven laps Bedell trailed before he made his effort. Krebs met the sprint and for three laps the two veterans had it out hammer and tongs, until the last stretch, when the "Flying Dutchman" pulled ahead and won by a length.

With unusually generous handicaps it was not surprising that the long-markers ran away with the mile handicap for amateurs. L. A. Stoughton, an old-timer, won from 90 yards, with Droback (120), second. Hill, a scratch man, squeezed in for third.

The "simon pures" made lively going in the five mile open, several ineffectual attempts being made to steal laps. George Cameron, sporting the winged fist of the Irish-American A. C., of New York, took the first mile prize. Hill got the second, and Morgan the next two. Cameron was "up against" a combination, and although Tom Connolly, one of the roughest riders in the amateur ranks, tried hard to jostle him off his bicycle, the veteran New Yorker refused to be unseated. In a hard sprint Cameron won from Hill with Connolly third, but because of his unfair tactics Connolly was disqualified and third place went to Currie.

Half mile prizes kept the cash chasers moving in the five mile open. Lake took

the first and Anderson, of Denmark, won a hold on a couple of lamb chops by scoring the next two. Old Nat Butler then got in the running and was in front for three of the "incentives," while Joe Halligan led at the bell. Edward Rupprecht, the former crack amateur, set a gruelling pace for seven laps, when Matt Downey got his legs working, while Krebs and John Bedell fought for his wheel. Krebs was the luckier and at a half lap to go jumped Downey. Bedell got Krebs's wheel and snatched second from Downey by less than a foot. It was Downey's first appearance since the six day race.

Hugh MacLean was at the tape and Menus Bedell on the back stretch in the first heat of their paced race. They got away to a flying start. Bedell fought hard over the first mile, but MacLean gained and at two miles led by 50 yards. The pace told on Bedell and on the second lap of the third mile he lost the roller of his pacing machine. MacLean then had things his own way and at the finish was three laps to spare. The champion took the lead in the second heat, but Bedell showed better than in the first heat, and at the finish was less than a half lap behind. The summaries:

One mile handicap, amateur—First heat won-by H. McPartland (75); second, J. S. Grant (45); third, Fred Hill (scratch); fourth, J. Bell (100). Time, 2:13%. Second heat won by Droback (120); second, L. A. Stoughton (90); third, Tom Connolly (scratch); fourth, Morgan (70). Time, 2:11%. Final heat won by Stoughton; second, Droback; third, Hill; fourth, McPartland. Time, 2:09%.

Five mile open, amateur—Won by George Cameron, Irish-American A. C., New York; second, Fred Hill; third, J. Currie; fourth, Stoughton. Time, 13:473/5.

Five mile open, professional—Won by Floyd Krebs, Newark; second, John Bedell, Lynbrook, N. Y.; third, Matt Downey, Boston; fourth, N. M. Anderson, Denmark; fifth, Nat Butler, Cambridge. Time, 12:37%. Special half mile prizes, won by Lake 1, Halligan 1, Anderson 2, and Butler 3.

Five mile motor paced match, professional, between Hugh MacLean, Chelsea, and Menus Bedell, Lynbrook—First heat won by MacLean. Second heat and race won by MacLean.

Special match between John Bedell, Lynbrook, and Floyd Krebs, Newark—First heat (half mile), won by Krebs. Time, 1:20½. Second heat (one mile) and race won by Krebs. Time, 3:05¾.

### Club Secures New Home.

With the election of officers at its regular meeting last week the South Side Cycling Club of St. Louis announced that it has secured new quarters at 1707 South Seventh street. The officers elected were: President, C. Cornwall; vice-president, William Flesh; secretary-treasurer, G. H. Schmitt; corresponding secretary, C. Vollmer; captain, William Helman; sergeant-at-arms, H.Bartosh.

### **AUSTRALIA'S CLASSIC A FROST**

Only Two Exciting Features in Annual Austral Wheel Race—Second Class Riders in Another Big Event.

Melbourne, December 13.—Despite the efforts of the Melbourne Bicycle Club's committee to secure good racing the annual Austral Wheel Race, which concluded yesterday, fell flat, and was the most uninteresting finish of the classic race witnessed in almost twenty years.

Only two good performances helped to relieve the monotony—Farley's great jump through the inside of the field when apparently hopelessly pocketed 50 yards from the tape in the mile scratch for the Blue Riband, and A. J. Davis's fine ride in the teams' race, when the two miles were covered from scratch in the fast time, for a grass track, of 4 minutes 32 seconds.

The Austral Wheel Race resulted in a victory for A. C. Colvin, the favorite, from 150 yards. Colvin rode splendidly and defeated L. O. Meyer (200 yards) by a length, with E. Birch (220 yards) third. Clarke and Thomas, the two scratch men, never had a chance of getting up with the field, and withdrew when half the distance had been covered. Riding on banked tracks so long showed its effects upon McFarland, Pye and Clark. They seemed very much out of place on the grass, and during the entire meeting not one of the trio won a first.

The race for the Northcote Plate was a regular frost. The back-markers soon gave up the running and the effort of a few second class riders pedalling around forty times can readily be imagined. As only three remained until the finish it is no wonder the spectators got disgusted and left before the conclusion of the event.

Although the meeting was well managed the old-time excitement was lacking. During the two days the gross receipts amounted to only about \$3,500, so that the Austral winner may receive \$450 for his effort. It was plainly evident that it will take something more than racing on antiquated grass tracks to revive all the glories of the once famous Austral Wheel Race.

### "Major" Taylor's Plans Indefinite.

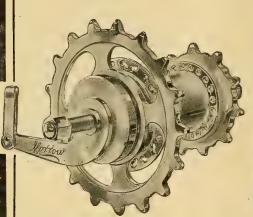
Although it has been stated that "Major" Taylor wants to return to Europe the coming season, it is evidently not the negro's idea to go abroad, unless Kramer goes also, and the champion has signed for Vailsburg. In a communication to the Parisian promoters Taylor says: "I am anxious to come on again, if Kramer is going to come over also, but if not, I do not want to come over again, but will stay on this side," which would suggest that the negro is either dickering for a higher offer or is considering the Salt Lake proposition made to him some time ago by J. M. Chapman, who came East especially for the purpose.

No device has added more to the

# Pleasure of Cycling

than the

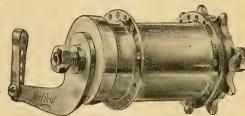
# Morrow Coaster Brake



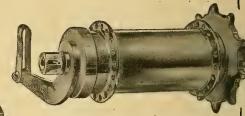
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### IN 1908

the good work will go bravely on.

### THE MORROWIZATION OF BICYCLES

is a certain means of profit for dealers, too, and it can be carried on as well—or better—in January as in June. Why not make a bid for such mid-winter business?

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

### **MUSCLES THAT SERVE THE CYCLIST**

What Duty Each Performs-Symptoms of Fatigue and Methods for Relief-Hints Concerning Development.

While there are no statistics to prove the assertion, doubtless 99 per cent. of the bicycle riders in the world received schooling of some sort in their youth. Furthermore, it is likely, that if they went to school for any length of time, they learned something of the human body, through the study of physiology and hygiene, yet how many riders are there who know the names of the muscles of the body, more particularly those developed by cycling, and the work that each performs.

The average cyclist knows he has muscles in his legs and arms and that without them he would not be able to ride, but that is usually the extent of his knowledge. Riders leave the matter of massaging the proper muscles and such things to their trainers. and there are few of these, in this country at any rate, who know the names of the bunches of tissue and fiber that are termed muscles. There are exceptions, of course, among the few, being Trainer Jack Neville, who attends Champion Kramer, and who knows the name and use of every muscle in the body.

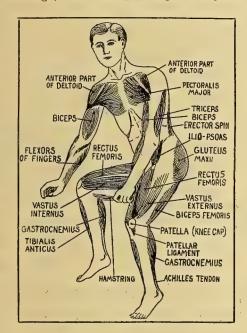
Every rider who takes an intelligent interest in his favorite sport should have some idea of the muscles which are chiefly used. It is an old story—the muscles and their use-but because so few riders are "acquainted with themselves," so to speak, it bears repetition. It is a well established fact that each kind of athletic exercise makes especial calls on certain groups of muscles, a fact that can be demonstrated than by no better method than by trying some new exercise. If a long distance walker attempts to ride a century run, it is a safe bet that he will be very sore and stiff the next day. Despite Alexander Pope's assertion that "a little learning is a dangerous thing," a rough knowledge of the muscles chiefly used in cycling may be of invaluable use to the cyclist who doesn't claim to "know it all."

What strikes one most in the musculature of the trained rider is the well-developed mass of muscles covering the front of the thigh bone; this is the quadriceps extensor muscle. As its name implies, it is divided into four parts—the vastus internus, on the inner side; the vastus externus, on the outer; the rectus femoris, in the center, and the crureus, which lies deeply beneath the rectus. These muscles end below in a thick tendon attached to the kneecap, which in turn is attached by the strong patellar ligament to the tibia, or shin-bone. This group of muscles straightens the kneejoint, the rectus also bending the hip-joint, and so constitutes the chief agent in applying power to the pedals. The rectus, hav-the two acting together hold the arm firmly.

ing the double action of straightening knee and bending hip, is, therefore, "the" cyclingmuscle.

The muscles at the back of the thighthe hamstring muscles, and chief among them the biceps femoris on the outer side -bend the knee and extend the hip joint and so are in continuous use while riding. Next in importance come the calf muscles, the solens lying deeply beneath the gastrocnemius. Ending in the achilles tendon, which is attached to the heel bone, they bend the knee and raise the heel. On the front of the leg is seen the prominent tibialis anticus muscle, which raises the foot and, with the calf muscles, produces ankling.

Of the muscles passing from the trunk to the thigh, those that are brought chiefly into



play in riding are the gluteus maximus, which is the large muscle of the buttock and acts as an extension of the hip, and the iliapsoas, which lies deeply over the front of the hip joint, and is a strong bender of that joint. The rectus femoris and the gastrocnemius are the muscles that will tire first in the unconditioned rider and cramps are apt to develop. Fatigue and signs of cramp in the calf muscles are best relieved by ceasing ankling with the affected leg for a while. Besides these muscles of the lower extremities there are many others brought into considerable requisition, notably the erector spinae group, which lie on either side of the spine all the way down the back, and keep the head and back supported. Fatigue in this group is often apparent in long distance riding.

In pleasure, or easy, cycling, the muscles of the shoulders and arms are but little used, but they are brought into considerable action in hill climbing or racing. The pectoralis major and the anterior portion of the deltoid muscle fix the arms forward and inward. The triceps at the back of the arm keep the elbows straight, the biceps at the front of the arm bend the elbow, and

The mass of muscles on the front of the forearm-the flexores digitorum-are connected by tendons with the fingers, which they will tend to close around the handle bars. The only place in the arms that gets tired during long rides usually is in the wrists, and this is due to them bearing a part of the weight of the body, a strain intensified by low bars. Fatigue in the back and wrists may be relieved by shifting the hands to the center of the bars and sitting more upright for a time.

Besides these muscles may also be mentioned those concerned in respiration, the intercostal muscles, and the diaphragm, and last, but not least, the muscle of the heart. These, however, receive additional work in much the same way in all forms of athletics. Fatigue of the intercostal muscles is indicated by a "stitch" in the side. and is due most frequently to insufficient training. The trouble is generally relieved by slowing down and rubbing the affected side briskly with the hand, pressing the fingers well between the ribs. Fatigue of the heart muscle is indicated by faintness and palpitation, the latter being noticeable for a day or two after a long ride—a sure sign that the rider has overtaxed his strength. If it follows a moderate ride it is an indication either of cardiac unso-ndness or of lack of proper training. The stiffness and soreness following a long ride are due to the accumulation of the waste products of combustion in the muscles. A warm bath, followed by a friction rub with a coarse towel and massage principally to the thigh and calf muscles, will help considerably in the elimination of "that tired

While naturally the only way to properly develop the cycling muscles is by properly graduated riding, and plenty of it, gauged by the physical ability of the individual, there is no better adjunct than proper massage. Lack of a trainer is no excuse for foregoing massage or "rub-down" as the riders call it, but the latter term is paradoxical, for the proper way to massage is to begin below and rub upward. The accompanying chart will serve to show the muscles chiefly concerned and be an aid to proper massaging.

#### Providence Re-elects Buffington.

At the annual meeting of the Providence (R. I.) Motorcycle Club last week, practically all of the old officials were elected to succeed themselves, as follows: President, E. L. Buffington; vice-president, F. E. Domina; secretary, W. L. Medhurst; treasurer, B. A. Swenson; captain, F. Wilkinson; first lieutenant. J. B. - McLaughlin; second lieutenant, A. Loftes. The meeting was by far the most animated one in the history of the club, not because of the election, but due to a proposal that new quarters be secured. There were those who opposed the motion and maintained that the new rooms in view were not desirable and after an exciting discussion lasting until midnight, they carried their point. -



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### WHEN PULLED BY A MOTORCYCLE

Does the Buggy Become an Automobile?—
How a Symposium Argued the Question and Left It Undecided.

When, as an object lesson, the managers of the Royal Motor Works hitched one of their motor bicycles to a buggy, and had it "gallop" about Worcester, Mass., drawing the carriage and three passengers, and when later the point was raised that such usage transformed the buggy into an automobile and rendered it subject to the automobile law, the Royal people had no idea of the range of discussion that would be provoked.

"I don't see," said one of a party of four when the question was brought up after its publication in last week's Bicycling World, "why the status of either vehicle is changed because one is towing, the other being towed; you might just as well say that a disabled push bicycle must have a motorcycle license when it is being towed by a motor bicycle. A motor bicycle drawing a buggy bears the same relation to it as a tug boat does to a canal boat, and you don't have to have a steam license for the latter because it is being towed by the former."

"That's all right about the tug boat," replied another, "but when you attach a motor or a motor bicycle, or tricycle or anything of that kind to a buggy you just as certainly have a horseless carriage as you have a motor vehicle and in Connecticut where this question was first brought up the law provided this term as including 'all vehicles propelled by any power other than muscular,' except certain clearly specified vehicles, such as trolley cars, etc., which have no relation to automobiles; so I don't see how a vehicle with six wheels, with accommodations for four people, propelled by a gas engine, comes under any sensible definition of a motor bicycle which is merely a bicycle with a motor attached."

"Then your contention, as I understand it," remarked the third speaker, "is that when you use anything for a purpose other than that for which it is designed, it loses its identity and becomes something else, although absolutely no change has been made in even its smallest detail. For instance," he continued, "when a poor little peddler dumps some potatoes in the baby carriage and goes forth to sell them, the baby carriage becomes either a store or a push cart—is that it?"

"Not at all," responded the previous speaker. "The simile is not a fair one. What I do maintain is that the relation of that Royal motor bicycle in the shafts of the buggy, is precisely the same as the relation of 'Caldwell's Iron Horse,' which was recently illustrated and which showed a two wheeled contrivance attached to a buggy, from which the shafts had been re-

moved, and that certainly was a motor vehicle if ever there was one."

"I agree with you that that comes clearly under the automobile laws," admitted the disputant who had advanced the baby carriage argument. "But it has no bearing on the question under discussion, as the carriage to which the 'iron horse' was attached had been previously arranged for it by the introduction of a steering wheel and change speed lever, as well as the spark and throttle control, so that movements were directed from the carriage, whereas in the Royal demonstration the control of the motor bicycle remained as usual."

"Here," broke in a New Yorker, who had been an interested listener but had not be-

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YOU USE, GET IN LINE
WITH SIMILAR CRANKS
WHO USE NOTHING BUT

M. & W. TAPE
NEVER KNOWN TO DRY UP
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fore spoken. "You fellows are taking up the mechanical phases and neglecting consideration of the road rules. Now on our cycle path no four wheeled vehicle is permitted, and I guess that applies as well to six wheels; neither is a motor bicycle permitted in the road running parallel with the path, and that contrivance would have to go in the roadway, which shows how a New York cop would define it."

The man who had read the Connecticut law then broke in

"The way I now look at it," he said, "the buggy remains unchanged, but the motor bicycle clearly becomes a traction engine and comes under the restrictions and rules that apply to it.

"I don't see how there can be any question on this point," he continued, decisively. "You probably will say that it's pretty far drawn to claim that a bicycle with a motor attached becomes a traction engine when it is in front of and attached to a little two wheeled vehicle, commonly called a trailer, but that's just what it is, and whether the attachment is behind, on the side, or in front of it the machine furnishing the power is technically a traction engine."

"Then why isn't a 'push' bicycle a traction engine when it is being used to furnish the motive power for an attached vehicle?" queried one of the others: "If you mean to assert that the use of muscular power changes the status of a machine, you might as well claim that a motor bicycle. with run down batteries, or any disabling feature would not need to display a license, while it is being propelled by pedaling, and I don't think that the authorities will agree with you. I, for one, maintain that a definite article remains just what it is until some change or alteration makes it something else; it can't be two things at once even if it can be used for two purposes. Following your own line of argument, one would be justified in claiming that when Glidden drove his automobile on the railroad tracks his machine ceased to be an automobile and became a railroad car, and that's nonsense."

"I don't agree with you," chorused two of the others. "When Glidden put flanged wheels on his automobile, it certainly did become a type of railroad car just as surely as when you put runners on a carriage it becomes a sleigh. Glidden not only ran on a time schedule, and displayed lights and obeyed orders, but the railway company required that he carry a conductor at all times."

"Nor is there nonsense in my contention," rejoined the traction engine man. "The authorities define a traction engine as 'one used for drawing by motive power over or along a surface' and that certainly sustains my view and is good enough for me. It's a big stretch of the imagination to claim that 'motive power' can be construed to embody muscular exertions."

"Rats!" ejaculated the New Yorker.
"Traction engines are not permitted in our parks and I'll bet a box of cigars they wouldn't stop me from taking a buggy hitched to a motorcycle through the parks if I wanted to try it."

"Well, just try it," was the reply, "and you may discover that you'll have to get a permit for a parade before you go very far into the park."

"You fellows may say what you please and argue till doomsday," in a this-settles-it tone of voice, ventured the man who had provoked the discussion, "but you'll never convince me that if it were common practice to hitch motor bicycles to buggies there is a court in this land that would not decide that the buggies thereby became automobiles."

And there the subject was dropped with no two men agreed just when a buggy becomes an automobile, or when a motor bicycle becomes a near relative to a tugboat, a baby carriage, a railway car, a sleigh, or a traction engine.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

### ONE LESSON IN LUBRICATION

And It Sufficed—How a Motorcyclist Acquired Wisdom in the Selection of Oil for the Motor.

"It's a curious trait of human nature," began the experienced motorcyclist, settling back, in his chair as he watched the smoke curling upward from his pipe—"a curious trait that most of us possess, to accept the statements of others up to a certain point and then draw the line without reason and follow our own inclinations which may not be backed by either experience or technical knowledge.

"When I bought my first motor bicycle I listened to all the salesman told me, remembered the additional instructions from the demonstrator, and finally read the instruction book until I practically knew it by heart

"If there was any one subject on which these three instructors cautioned me more than another it was the subject of oil. 'Use only certain kinds,' they said. 'Don't use any other,' warned the book; but right here I had drawn the line and was going to suit myself.

"It didn't occur to me for a moment that they were 'cappers' for some particular oil refiner, nor did I in any way attribute the warnings to self interest, but somehow or other I was not impressed and I attribute it merely to a common human trait.

"I followed instructions carefully, saw that I had gasolene and lubrication; saw that the pet cock to the carburetter was open. I tickled the latter as per directions, used a little kerosene for priming the cylinder through the intake valve, and in all things was conventional at first and got along all right.

"As I had lost or mislaid the can of oil furnished by the dealer it was up to me to get some for use as I had only that which was in the machine, and although I well remembered instructions, I didn't heed them, but filled my oil tank with some oil I had which I well knew to be a high grade steam cylinder oil.

For a while all went well and I was satisfied that the cheaper oil was as good, but I neglected to take into account that the remainder of the heavy oil in the bottom of the tank was still furnishing the lubrication.

"With the perversity of fate my first real use of the lighter oil came one day when I was far from the city, riding alone on a country road. My cyclometer indicating that a fresh drink was due, I drew out the oil from the crank case and let in a new supply. I had not gone a mile when with a couple of preliminary squeaks or grinds the motor stopped—and it was far from 'the madding throng.'

"A few minutes' examination showed that my motor would not turn over. I

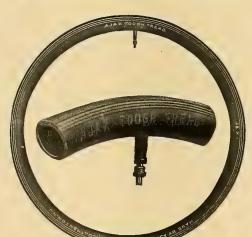
didn't know why, but I damned the manufacturer, the designer and the relatives of both, despite the fact that the former had a good reputation and may be the others had it, too, for all I know. Then I ventured a few choice remarks apropos of the futures of the people who had told me this was the best machine on the market, and disconnecting my driving gear, kicked the pedals for six miles to the welcome sign of the first repair shop.

"Fortunately I found a man who knew motors and motorcyclists. Seeing that the machine was new he did not believe that any interior mechanism had become disarranged, and he went straight to the oil tank. A sample from it told the story.

"He got the oil out and replaced it with kerosene; then he took out the spark plug and injected more kerosene; he put the machine in a stand and taking hold of the rear wheel, which he had previously connected to the power plant, he worked it forward and backward, more and more, until finally, after about two hours constant work he drained out the kerosene and refilled with a proper lubricant. I came home a wiser man."

Silence reigned as the experienced motorcyclist ceased, broken only by the snap of a match with which he relighted his pipe. It may have been a tribute of sympathy for another's misfortune, but in one case it was caused by the memory of just such another case under equally bad conditions.

# The Dealer or the Rider



who has not made the acquaintance of

# Ajax Tires

has "something coming to him." If he is wise he will seek an introduction. For nowhere will he find a better friend than the Ajax.

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A wise agent will consider this; he will think twice; and then write to us for the **Thor** agency.

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### Notes of Foreign Racing.

Elmer J. Collins ran third in the paced race at the winter track, Paris, on the 12th ult. The 50 kilometers were covered first by Contenet in 36:47%, who finished five laps in front of Darragon. The young American was several laps behind Darragon at the gun.

Dupre and Vandenborn lowered the long standing tandem kilometre record at Paris on the 20th, covering the distance in 1:021/5. The old record was 1:03. Doerflinger and Schwab were second in 1:043/5. Walter Rutt, the six day champion, trounced Poulain in a 50-kilometres tandem match, the

latter finishing 100 yards to the bad. Theile, the young German who has been breaking unpaced and tandem paced records, made his debut as a pace follower. He easily disposed of Mauss and Simar.

It was less than a year ago that Réné Pottier, the famous road racer, shuffled off the mortal coil by hanging himself. Now Emile Lootens, a prominent Belgian crack, has followed Pottier's lead. Simultaneous with Looten's suicide comes the news of Svd Melville's mysterious disappearance. Lootens killed himself on Sunday, 19th ult., by hanging. The Belgian sprinter has been in bad health and recently inflammation of

the intestines set in, which undoubtedly induced his self destruction.

Syd Melville, who disappeared, was the prominent Australian trainer who had successfully handled "Major" Taylor, Rutt and others: As Melville was always one to tell his friends his business the latter have become worried and asked the Paris police to look for the popular trainer. As yet they have been unsuccessful and Melville's friends fear foul play.

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.



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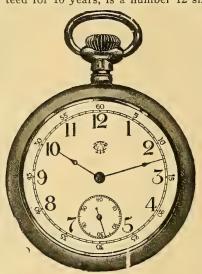
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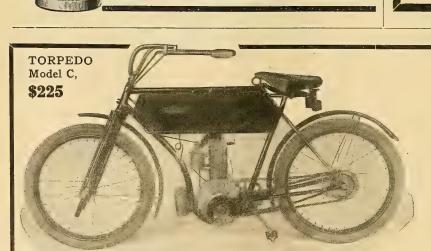
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and has a fine, 7 jewel American movement. It is fitted with the bridge model and is stem winding and stem setting and is equal both in appearance and for accurate time to a \$100 solid gold watch.

Any certificates received with "Neverleak" will be accepted on the watch. Twentyfour certificates will entitle you to a Regulator Clock, or twelve certificates to the Brass Sign mentioned in previous ads. Send certificates direct to

Buffalo Specialty Company, Buffalo, N.Y.



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The Hornecker Motor Mfg. Co.,

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#### It runs something like this:

- "Our bicycle is of the highest possi-
- "ble grade. There is none better;
- "there are few, if any, as good. Noth-
- "ing that money can buy nor human "effort evolve has been spared to
- the very best
- "bicycle on top of this grand old "earth."

The manufacturer-his traveler-his catalog-his advertisement, each and all, and many of them, have again and again repeated the claim-the assertion, or whatever they may call it. The language may differ, but its tenor is the same.

#### To Test Its Truth

Too often such claims are empty. They are made up mainly of words, warm breath and black ink. But there's a way of telling the false and the true-a way of finding out if words are empty, or if they mean what they say. There is no question about the quality of the Persons saddle-there never was-there never will be, and

## THERE'S

### **NOT A SQUARE MAN**

### IN THE TRADE

who does not know it, or who will not admit it. For objects of his own he may quibble or "talk in circles," but that the Persons is the very pinnacle of saddle construction they all know and know only too well. The very saddle almost speaks for itself.

The point is right here; when a bicycle maker or his spokesman asserts the highgradeness of his product—when he asserts that in its construction and equipment no expense or effort is spared—when these claims are made, let the dealer test their truth: let him stipulate that Persons saddles be fitted to the bicycles he orders.

If they are given him without quibble, the dealer may be sure that the claims are true. If, instead, there is a quibble or refusal, the moral is plain.

The Persons saddle is made without regard to Quality is placed above price. The bicycle manufacturer who does likewise cannot refuse the saddle when it is specified.

### PUT HIM TO THE TEST

Meanwhile we invite your inquiry.

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Providence, R. I., Jan. 28, 1908

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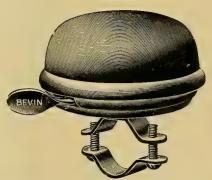
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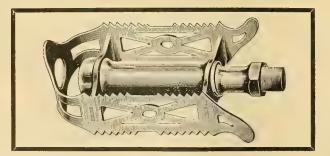
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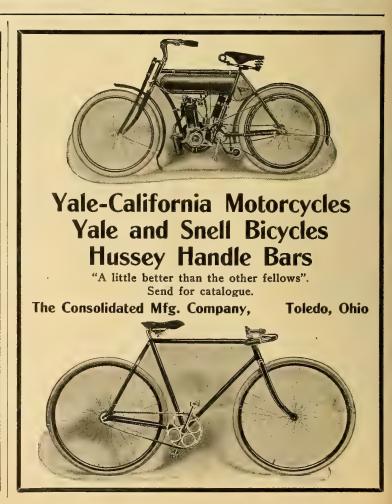
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is its own best salesman.

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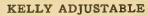
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Sizes, 34, 13-16 and 36 Plain or Expander.

The Kelly Adjustable Bar is fully guaranteed against material and workmanship for the year.



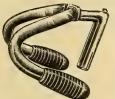




Top View.
No. 3 1 in. Stem
18 inches wide, 20 inches when level......

.....List, \$2.30





Top View.

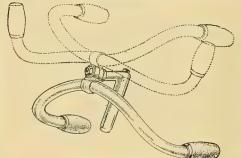
New No. 4 Racing. 2½ in. Forward Extension.

23 inches wide, 25 inches when level.

For Racing and Club Men. Side View.

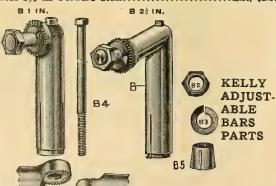






#### KELLY REVERSIBLE BARS

This bar can be changed from a drop to an up-turned position turned position without removing the grips. Being theld by a friction clip can be placed at any angle by simply loosening the nut.



THE KELLY HANDLE BAR CO., Cleveland, O.



¶"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50c. The Bicycling World Co., 154 Nassau St., New York

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"Care and Repair of Motorcycles"

Price, 25 Cents

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best equipments.

There is nothing that gives more value for the money than the use of the

### MORSE TWIN CHAIN



NOISELESS IN MUD, WATER OR **DUST AND ALWAYS EASY RUNNING** 

> The only chain having Prictionless Rocker Joints. Insist on having the Morse Twin Roller. Fits regular

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Ithaca, N. Y.



## Motorcycles

are in their 5th year. 1908 Models show advanced ideas. Send for descriptive catalogue. Agents who are hustlers can make money selling Armac Motorcycles.

Write to-day.

#### ARMAC MOTOR CO.

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#### Sager Cushion Fork

Easily attached to any bicycle or motor-cycle. Absorbs all jars, jolts and vibrations. Send for Catalogue.

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Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.

NEW YORK SPORTING GOODS CO. 17 Warren Street, New York.

The Week's Patents.

875,542. Tire Valve Stem Protector. Charles W. Lurtey, Little Rock, Ark Filed May 15, 1906. Serial No. 316,900.

The combination with a tire having inner and outer sections, of a valve stem machanism propecting from the tire, and a stem protector comprising a base plate that is located between the tire sections, said plate being longitudinally and transversely curved, and an open ended sleeve projecting from the base plate and from the tire and surrounding the projecting portion of the valve stem.

876,021. Spring Fork. Murray Schenck, Middletown, Ohio, assignor to The Miami Cycle & Manufacturing Company, Middletown, Ohio, a Corporation of Ohio. Filed March 18, 1907. Serial No. 363,137.

1. In a spring fork, the combination of a crown, an axle, and two spring arms at each side of the wheel having their upper ends rigidly secured in the crown and their lower ends separate and secured to the axle.

876,287. Carburetter. Morris L. Williams, Philadelphia, Pa. Filed Aug. 11, 1905. Serial No. 273,832.

1. A carburetter having a hydrocarbon passage, a valve for controlling said passage, a plurality of ducts into which said passage discharges, an air passage discharging through said ducts, and a valve for controlling said ducts and air passage.



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#### Twin Cylinder CURTISS MOTORCYCLES

And experience. they say, is the best teacher.

Write for Catalog

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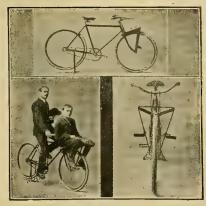


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D. P. HARRIS, 48 Warren St., New York City, Sole Agents.

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10 cents per line; 15 cents per line if in capital letters. Cash with order.

FOR SALE—Indian motorcycle, 1906 model, recently overhauled and in first class order, \$100. H. A. WHITE, 58 South Second St., Memphis, Tenn.

W E can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston,

SACRIFICE MOTORCYCLE SALE—1905 Indian, new tires, new 1907 carburetter; good condition, \$65. 1905 Merkel, one new tire, new belt, running order, fine shape, \$55. 1906 Indian, used only in the Parks, extra fine order, \$80. 1907 Indian, roller drive; used by Park policeman, ready for use, \$95. HOWARD A. FRENCH, Baltimore, Md.

I 908 INDIANS, Royals and Thor motorcycles, parts, repairs, storage, etc. Twin Indian at \$200; single Indians, \$75 up. Send for catalogues: WID-MAYER, 2312 Broadway, New York.

FOR SALE—1 F. N. 4-cylinder motorcycle, first class condition; \$160 if taken at once. T. C. RILEY, Newport, R. I.

SAVE chain trouble by using Ball Bear-ing, Fiber Idler; fits Indian, R-S, Thor and Light motorcycles. Send for cut and price. A. C. MOUNT, 1158 Washington St., Elizabeth, N. J

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C URTISS single and double cylinder, 1908 models, now ready for delivery. TIGER CYCLE WORKS, 782 8th Ave., New York Distributing Agents.

A MMETERS (adjustable), \$3.50 instruments for \$2.50 while they last; guaranteed correct. THE TIGER CYCLE WORKS CO., 782 8th Ave., New York.

W E REPAIR MOTORCYCLES.

HURCK MOTOR & CYCLE CO.,

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I CAN make immediate delivery on all models of Reading Standard motorcycles. When you want first class repair work done send the motorcycle to me, immaterial of make. I have a few bargains in second hand motorcycles and tri-cars. GEO. B. PIEPER, 1203 Bedford Ave., Brooklyn, N. Y.

The



Model B patent drop forged wrench is the proper tool for your motorcycle. Ask your jobber.

THE BILLINGS & SPENCER CO., Hartford, Conn.

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WE MAKE 90 PER CENT. OF THE SPROCKETS USED

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Bristling with Useful Features

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## **Excelsior Motorcycles**

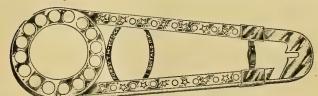
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Full Chain Guard with All Connection We also make mudguard fittings, sprocket guards, hand-brakes and other specialties.

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Remember, our guarantee for one year is back of it.

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For testing dry cells, use the

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o to 30 Amperes Indicates in either direction of current. Price \$3.50, delivered.

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Springfield, Mass.

### TO KNOW THEM IS TO LIKE THEM **Gibney Special Tires**

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#### THE CATERPILLAR FLAME PRODUCED BY THE PFANSTIEHL COIL,

increases the power of your Motor and makes hill climbing easy. A very unusual and compact coil. Write for particulars.

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## CYCLE MOTOR Contained and LAMPS

"BABY GRAND" Motor Boat, Car and Cycle Searchlights Consult 20th Century Catalogues AUTOMOBILE LAMPS 30th CENTURY MFG. CO., 19 Warren St., N.Y.

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CEO. W. NOCK CO. Jobbers of

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Agents wanted-Send for Catalog. THE WILSON TRADING COMPANY

46 Cortlandt Street, NEW YORK.

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SPARK PLUCS

for motorcycles, are separable for cleaning. Double Insulating mica, Indestructible. Metric No. 48. Half inch No. 32A. Price, \$1.50. Send for complete circulars.

THE R. E. HARDY CO.,

86 Watts Street,

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WHO would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, and etc., etc., without using



Star Ball Retainers

therein?

Tell us.



The STAR BALL RETAINER CO LANCASTER, PA., U. S. A. and Berlin, S. O. 36, Germany

## Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.

Diamond Rubber Co.

Fisk Rubber Co.

Pennsylvania Rubber Co.

Indiana Rubber & Insulated Wire Co.

Goshen Rubber Works

Lake Shore Rubber Co.

B. F. Goodrich Co.

Goodycar Tire & Rubber Co.

Kokomo Rubber Co.

International Automobile & Vehicle Tire Co.

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Boston Woven Hose

& Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

Volume LVI

New York, U. S. A., Saturday, February 8. 1908

No. 20

#### **ON-RUSH OF THE COASTER BRAKE**

Seventy-five Per Cent. of Even the Jobbing Bicycles Now Fitted with It, Says a Pope Traveler.

Strangely enough, while the bicycle without a coaster brake or coaster hub, is the exception and not the rule in Great Britain, in America, where the coaster brake originated, it is only within recent years that it has commanded that recognition which it deserved. While this recognition is not yet so general as is the case abroad, that the coaster brake is gradually winning its way into practically universal use here is becoming evident.

The fact was sharply emphasized by A. J. Musselman, the Pope Manufacturing Co.'s western jobbing traveling man, who was in New York one day this week. Musselman's territory includes the entire western half of the United States and as he deals only with jobbing goods, which retail at comparatively low prices, it naturally might be inferred that the coaster brake cuts small figure in his transactions. This however, is no longer the case.

"There has been a wonderful change in the attitude toward the coaster brake in the last two or three years," he remarked when the subject was brought up. "At one time, while all of the jobbers stocked coaster brakes, it was hard work to induce them to order a bicycle actually equipped with the device. Now, however, it is very different. I think I am safe in saying that 75 per cent. of the jobbing bicycles are at present sold fitted with coaster brakes. It is no longer unusual for me to book orders specifying coaster brakes on every machine, juveniles not expected. Of course, this result was not brought about suddenly, but it is a fair illustration of the way the coaster brake has met with appreciation and overcome indifference and opposition."

#### Motorcycles Booked for Boston Show.

In the Boston automobile show, which occurs March 6-14, motorcycles will, for the first time, figure prominently. A whole section will be set aside for their display and already nine manufacturers have booked space, the brands represented being as follows: Indian, R-S, Light, Merkel, Yale, Thor, F. N., Crouch, and Reliance. The Boston function is a great big show and the fact that it occurs on the eve of the opening of the outdoor season is one of the things that has served to make it attractive to such a large number of manufacturers.

#### Marsh Establishes Boston Branch.

The American Motor Co., of Brockton, Mass., has established a branch in Boston at 248 Clarendon street, near Bolyston street. It is an unusually attractive and well appointed place. To further the sale of their M-M motorcycles, the company is contemplating the establishment of similar branches in New York and Chicago, and possibly in San Francisco.

#### More Territory for Musselman.

E. W. Mackenzie, who had charge of the Pope Mfg. Co.'s jobbing trade in Chicago, has resigned that position. His territory, which, although it included only the Windy City, was a spot rich for jobbing sales, has been turned over to A. J. Musselman, the Pope company's general western jobbing man.

#### Hartford Not to Close Branches.

Reports that the Hartford Rubber Works Co. contemplated closing their branches in Buffalo and Cleveland are emphatically denied by the officials. They say that they have no intentions of doing anything of the sort.

#### The Retail Record.

Meriden, Conn.—H. E. Loll, assigned. Rochester, N. Y.—L. A. Baker, removed

to 42 Munroe street.

#### **BUFFALO ALMOST A BICYCLE SHOW**

Bicycles and Motorcycles Constitute Unexpectedly Large Feature—One New Motorcycle Makes Its Debut.

What fairly may be classed as the nearest approach to a "bicycle show" that has been seen for several years, is being held this week in Buffalo, as part of—a considerable part of—the Power Boat and Sportsmen's Show which is occupying Convention Hall. There is a truly brave display of motorcycles and bicycles, though they are scattered in different sections of the building.

Each exhibit "stands out," and each attracts its due share of attention, and the attention is surprisingly gratifying, too; for, instead of people passing by a bicycle exhibit with but a cursory glance, they now stop, investigate, and, in many cases, genuine interest is apparent. So well pleased was one large maker that he intimated that in the future he would feel more inclined to spend the bulk of his advertising appropriation in this manner rather than the general publicity fund.

Of the exhibits themselves two motorcycle displays occupy the posts of honor at the very entrance. To the right the Thor is resplendent in the booth of the Glouster Cycle Co., while on the left the irrepressible Indian and the N. S. U. are paired, a glass sign of the familiar grinning Indian trademark backed by an electric light leaving no doubt as to "who's here."

Side by side with the Thor is the offering of the Auto-Bi Co., which being a local product, naturally attracts its full need of attention.

The show, too, has brought to light a brand new machine, the Kiefer—a local product fairly bristling with original features. The motor is set at a forward angle. The machine is belt driven

and in place of a coaster brake it has a band brake operated by the foot. There are no pedals, simply rubber covered foot rests, the frame is double tubed, with the saddle mounted directly over the rear hub, resting on the top of a triangular truss. The handle bars are of truly enormous length. The gasolene and oil tanks are separate and the batteries are encased in an envelope-like casing. The price is \$250, and as the output is extremely limited it probably all will be absorbed locally.

Down the main aisle near the very center of the building W. G. Shack is watchfully presiding over a bewildering array of Emblem bicycles, totaling 22 in number, and ranging from a pair of miniature Juveniles, 14-inch frames, and including wheels of all makes and kinds, including the nifty Emblem racer. Incidentally, several of the high priced wheels are shown with steel rims, polished, and adding a decided touch of attractiveness.

Along a little further the Poppenberg display of Yale and Iver Johnson bicycles, besides a number of special brands, are set forth in a very riot of color and decoration. Juvenile bicycles mounted by Teddy bears in scorching position, white sweaters, to-boggan caps and blue ribbons; White bicycles with the white dove of peace perched on the saddle and holding within its bill a bunch of white streamers extending to the handle bars; red pennants flying from other bicycles, and, in the center of the display, of course, several Yale-California motor bicycles.

The F. F. Rick Co. are close at hand with a showing of R-S and Royal motor bicycles, including the two-cylinder R-S, which attracts an unusual amount of attention The exhibit is ingeniously displayed in such a way to reveal the "points" of the machine to the best possible advantage.

Across the main aisle and a little further down, is the exhibit of Pierce cycles, by the Pierce Cycle Co. This booth is effective in its very simplicity, but a number of people have been disappointed at failing to find the Pierce motorcycle which it is openly hinted is soon to make its appearance.

These comprise the list of bicycle exhibitors, but by no means absorb all the bicycle atmosphere of the show, for the local jobbers are making a showing and offer a complete display of all sorts of bicycle and motorcycle accessories. Of these, the Kel sey Co.'s exhibit, and that of the Iroquois Rubber Mfg. Co. are probably the most comprehensive.

The show itself is not short of beautiful, the decorative and lighting scheme being singularly effective. White columns, topped with a double circle of electric lights; white and gold signs; white and gold streamers predominate. From the ceiling great clusters of variegated lights give the appearance of bombs bursting in air, and the colors being just about far enough away to transfuse a softened, chastened light, serve to sooth and pleases the eye without giving offense.

#### **COASTER BRAKE WITHOUT AN ARM**

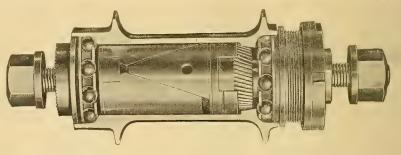
Distinguished Also by Compact Form and Lightness—Self Lubrication Another of Its Features.

A coaster brake occupying no more space than the plain hub, having only half as many parts as other devices of its class, and weighing less by a pound or more than the lightest of its competitors, such are the strong features set forth for the Musselman automatic coaster brake, which, in its improved form has been taken up and is be ing marketed evclusively by the Miami Cycle & Mfg. Co., Middletown, O. Aside from its compact proportions, this device is further distinguishable from the fact that the external brake arm is done away with. In

where the brake shoe and stationary cone are locked together.

The elimination of the external brake arm which generally is considered essential, has been made possible by the nature of the design of the cone. Ordinarily, the driving action causes the balls at the left hand end of the hub to screw the stationary cone toward the rear fork against which it is clamped. When braking, the effect of the wedging action between the single sliding member and the brake shoe, is to drive the latter toward the left, thus crowding against the cone and tending to clamp it still more tightly against the fork. In this way, the fork itself is made to take the place of the ordinary brake arm and by its very rigidity prevents any clattering or backlash in the brake, such as is sometimes experienced in the more familiar type.

The Musselman brake also is self-lubri-



fact, it is the only brake of its class which is not dependent on an arm to anchor the braking member or members to the rear forks

Considering the work it is intended to perform, the Musselman is remarkably simple. The hub shell is mounted on ball bearings at either end. At one end the sprocket is mounted on a loose carrier, itself carried on a separate set of balls, while threaded over a worm cut in the carrier is the clutch. Practically the entire remaining space in the hub is taken up by the brake. This is essentially a hub within a hub, or in other words a long sleeve, split down one side and cut away to admit the wedge which is used in expanding it when it is desired to retard the motion of the bicycle. The hub complete is composed of only 18 distinct parts capable of individual classification and weighs just 25 ounces.

Viewing its construction by the aid of the accompanying illustration, it will be seen that the clutch is made to surround the worm entirely, so that the length of its travel may be reduced to a minimum. Furthermore, by this arrangement the surface against which it bears is brought close to the spoke rim where the strength is greatest. In addition, the angle of the clutch face, which is 9 degrees, is such that the line of normal pressure lies through a portion of the hub which is fully 1/2 inch in thickness. Similarly, the brake shoe expands under and beyond the spoke rim at the opposite end of the hub, the shell being reinforced here again, by the rim, and by an extra thickness amounting to nearly 1/4 inch at the point of greatest braking strain in the hub cating. Within the brake shoe, is an annular space formed between the shoe and the brake spool on which it is mounted, which affords sufficient room to carry a liberal supply of grease. As the brake is thrown into service on the checking of the pedalling action, the slight amount of heat generated between the shoe and the hub shell, is sufficient to melt a small amount of the lubricant, which then filters into every portion of the device. In this way the matter of lubrication is automatically attended to at all times, the supply being in every case adjusted to suit the demand. The simplicity of the parts, the fact that they are so designed that there is but one way in which they can be put together, thus obviating any possibility of distructive "mistakes" in assembling, as well as the absence of springs, cams, levers, and dogs, relieves the components of any tendency to rattle

#### Butt-End Tubes for Motorcycle Tires.

The Empire Automobile Tire Co., Trenton, N. J., just have brought out a butt-end inner tube for motorcycle tires, made in two weights and colors, gray and red. The gray one is of standard weight and the red one extra heavy. The advantage of the butt-end tube is, of course, that it may be removed without taking the wheel out of the frame, as is necessary with endless tubes.

"Care and Repair of Motorcycles is very interesting indeed. Every page had something of interest for me."—Chas. E. Minnemeyer, Allegheny, Pa.

#### YEAR OF DECLINE IN EXPORTS

Nearly Every Month Marked by a Falling
Off—December Loss Large—Where
the Best Customers Are.

That falling off in the value of American bicycle exports which marked almost every month is emphasized in its full significance by the summary for the year 1907, which just has become available. The depreciation in the totals between 1906 and 1907 amounted to exactly \$321,819—a drop of nearly 23 per cent., totally wiping out the 6 per cent. gain between 1905 and 1906, which had appeared a hopeful indication.

Thirteen territorial divisions shared in the year's loss; Japan leading with \$103,908. The losses of "Other Europe," Netherlands, and Germany were, in order, \$84,000, \$83,-000, and \$40,500, in round numbers. 'Both the United Kingdom and Mexico fell away to the extent of about \$14,000. Notwithstanding this poor showing, however, consideration of the market for the last two year's shows a ray or two of comfort in the steady growth in certain markets. In the United Kingdom, for instance, there has been a gain of \$56,000 since 1905, and in Mexico one of over 40 per cent. Cuba has increased its demand by \$10,000, while Brazil, though actually increasing only \$7,500 or so since 1905, has shown a proportional increase of nearly 120 per cent.-has more than doubled its market, in other words. During 1907, France and Cuba improved by \$33,000 and \$19,000, roughly speaking.

During the month of December the total export business fell away \$18,814. Ten groups shared in the decline, the United Kingdom leading with \$8,075, "Other Europe," British Australasia and Netherlands, following in the order named. Belgium dropped so low as to be included in the "Other Europe" rating, and France dropped from \$541 to \$491. Mexico, Cuba, Argentina and Japan, however, showed slight improvement. The record in detail follows:

#### Essentials in the Spring Fork.

Two things are absolutely essential in a spring fork for motorcycle use. First that it shall be able to fulfil the function of a fork under any and all circumstances, and second that it shall be provided with means of cushioning in both directions. Simple though these requirements may appear, it is a fact that many devices of this nature are in existence which fail in one or the other of these particulars under certain unusual conditions, and still others which never fulfill them under any circumstances. In this connection a foreign authority gives the following points to be observed in selecting a spring fork:

"See that there are springs acting against each other, that is, one in tension and one in compression permanently, to avoid sudden rebounds; that there is no lateral sway whatever; that if any part of the device snaps or comes adrift, you are left with a rigid fork; that if the springs are slung from hooks, the eyes of the hooks are closed or otherwise safeguarded, so that the springs cannot jump out of the eyes over bad humps. A spring fork provides all neces sary comfort," he continues, "and though a rear sprung frame is desirable in addition, yet its absence by no means condemns a machine."

#### Slack Screws that Cause Trouble.

Because they are hidden parts, and rabid trouble breeders if left to themselves, the set screws which hold the wrist pin of a piston in place should never be permitted to become slack. When they are found to be loose on dismounting the cylinder, they should be replaced with new ones, on reassembling. A loose wrist pin causes a knock in the cylinder which is not difficult to locate. When it is loose at both ends, however, it usually injures the cylinder bore before it is found to be out of order.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

•	December		12 Months Ending December		
	1906	1907	1905	1906	1907
Cycles, and parts of—					
Exported to—					
United Kingdom	\$17,875	\$9,800	\$200,806	\$271,474	\$257,159
Belgium	3,008	*****	25,891	27,836	24,988
France	541	491	72,121	19,385	53,461
Germany		2,460	57,890	80,685	40,193
Italv		2,173.	24,868	30,398	23,250
Netherlands		2,105	48,937	118.966	35,781
Other Europe	17,736	11,312	193,706	243,729	159,551
British North America	1,402	2,296	113,838	66,388	63,309
Mexico	7,162	10,401	64,841	106,393	92,406
Cuba	2,268	4,095	. 39,679	31,180	49,779
Other West Indies and Bermuda		1,777	25,527	21,683	23,453
Argentina	590	1,498	15,510	17,992	16,844
Brazil	824	1,156	6,253	10,584	13.679
Other South America		166	17,525	20,367	13,308
Japan	8,779	9,202	263,552	209,691	105,783
British Australasia		4,278	95,721	83,783	87,634
Other Asia and Oceania	716	1,263	45,148	27,934	14,459
Other countries	553	295	8,683	16,078	7,690
Total	\$83,582	\$64,768	\$1,320,496	\$1,404,546	\$1,082,727
Total	φου,υοω	φυτ,/ υσ	φ1,020,430.	φ1,707,370	φ1,002,727

#### **GETTING A CUSTOMER'S MEASURE**

One of the Arts of the Successful Salesman

--Knowledge of Human Nature a

Useful Asset.

"'There's as much human nature in one man as there is in another, if not more,' as David Harum very wisely said," a few days since remarked S. A. Edgar, who is one of the Pope Mfg. Co.'s eastern travelers, "and if salesmen understood just what degree of human nature was possessed by the prospective customer to whom they are trying to make a sale, their work would be easier and results better.

"The trouble with salesmen as a general thing," he continued, "is that without sizing up their man they start to tell him what they think he wants. Of course, the high grade, high priced bicycle—the \$50 brand—they know wil give entire satisfaction and the is no danger of a 'come back' when this quality is bought. But for fear of scaring the customers, they usually begin with the low priced brands first and then try to work up to the real things; and that's where they make a mistake. It is one reason why some dealers cannot sell high priced goods.

"When you talk the \$19 brand and then produce a wheel for \$24.50, you've got to show the additional value, which is not easy to demonstrate to a non-technical man; then you keep going up until you're entirely confused him as to relative merits and he finally decides to 'think it over,' and too often that's the last you see of him.

"When you start at the other end, produce the high grade wheel first, it is easier to drop from one model to another with a fair chance of selling something better than the customer expected to purchase. In other words, it is easier to work down than to climb up."

#### Methods to Prevent Oil Leakage.

A small amount of oil leakage around the joint between the crank case of the motor and the cam and commutator case is not of itself a serious matter, but it should not be permitted to continue. Usually tightening the set screws holding the covers in place will be sufficient. but occasionally with an old motor, it will be found necessary to fit under the edges a gasket of stout paper. If the screws refuse to remain in place after being tightened once or twice, they must be renewed, or a bit of fine twine wound around the root of the thread to give it a better hold. The simplest way of making a gasket for the purpose, is to lay the cover down on the bench, face upward, and after placing a sheet of paper over it evenly, tap the edges lightly with a hammer or the back of a wrench when the sharp metal will cut neatly through the paper, leaving the exact pattern desired.







BUILT AND TESTED IN THE MOUNTAINS.

## America's Best Motorcycle

It is a sweeping claim but it is a machine that justifies the claim. No motorcycle incorporates more features and every feature is a useful one that must appeal to the practical man.

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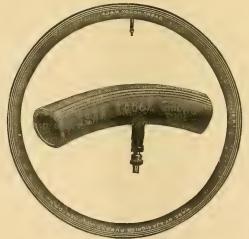
## Reading Standard Bicycles

we present the most complete line ever offered to dealers or the public—standard diamond frames, two types of truss frame, large sprocket models. Not many orders can get past the up-to-the-minute Reading Standard Agent.

Reading Standard Company,

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## The Dealer or the Rider



who has not made the acquaintance of

## Ajax Tires

has "something coming to him." If he is wise he will seek an introduction. For nowhere will he find a better friend than the Ajax.

Ajax-Grieb Rubber Company, 57th Street and New York City

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Published Every Saturday by

#### THE BICYCLING WORLD COMPANY

154 Nassau Street.

NEW YORK, N. Y.

Joseph Goodman, President. R. G. Betts, Treasurer. F. W. Roche, Secretary.

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fifthermore of the trade are invited and are at all times welcome to make our office their head-quarters white in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, FEBRUARY 8, 1908.

"I have failed to receive the last two issues of the Bicycling World and Motorcycle Review, and would like to have the copies sent, as I have missed them. I am only a repairman who works for wages, but since I subscribed for the Bicycling World and have been reading it regularly, I find it a great benefit. I get ideas of how to do work in emergencies when I am out where I have no shop at my command. I believe every other repairman should read the Bicycling World."—R. F. Doyle, Nampa, Idaho.

#### Quality of American Motorcycles.

The fact that for four successive years the same American motor bicycle has won the hill climbing championship of New Zealand, in repeated competition with machines representing all of the motorcycle producing nations, is an item of more than passing interest.

It is an answer, loud, clear-cut and unmistakable, to the critics of American motorcycles, whether the critics be of foreign or domestic extraction. It speaks more emphatically of the quality, power, durability and general excellence of the American product that all the more or less technical argument of frame design or engine position that may be brought to bear. When even a well kept motor bicycle has been in use for four years, some depreciation naturally is to be expected. It is scarcely fair to anticipate that in an open contest it will win out against more modern machines of double the rated power.

While the achievement of the American motor bicycle in New Zealand may appear extraordinary, such performance is by no means unusual. It was only about three months ago that a three-year-old machine was returned the winner of a hill climbing contest in Rhode Island.

The New Zealand event "stands out," however, because of repeated victory and also because its triumphs were scored so far from all factories and experts that the usual cry which is hung on that peg cannot even be whispered. As for the suitability of the American product, the hundreds and thousands of motorcycles that have been in every day use for three, four and five years, and on the most indifferent roads, constitute an answer that must silence any fair argument that may be raised. The New Zealand instance merely serves to illuminate the truth.

As the Bicycling World said on a previous occasion, the American motorcycle is the equal of any on earth and requires no apology from any source.

#### About Heeding the Bargain Hunter.

The man who wants something for nothing is always with us. Despite the fact that there are few instances known where he has been successful in his quest, too often he is encouraged by getting something for next to nothing and the way he gets it has too often proved the undoing of retail mer chants.

The bargain hunting individuals usually go from store to store, in each place telling the proprietors that the same goods can be obtained elsewhere at lower prices; they hold out the bait that they will buy if the reduction is met and the result is that frequently their statements are accepted as true and an honest price is reduced without investigation to meet the figure which the "shopper" announces may be found elsewhere.

With prices which are established on a logical basis it is suicidal to cut them for the sake of making a sale; the fact that some other merchant may be doing so offers small reason for it. While the cut rate dealer may be doing a tremendous volume

of business, he is increasing his selling cost and decreasing his profit until finally the end comes when his creditors force him into bankruptcy. In the smaller towns and cities where bargain hunting and tale bearing is easy, this is particularly true.

Patrons of the bargain hunting variety are not desirable from any point of view; their custom is at best transient; the methods which they use to secure reductions in prices are often dishonest. They proclaim in the hearing of regular customers that better prices are obtainable elsewhere and their entire action is to undermine the conservative policy of the well established retailer who is striving for the reputation of treating every one fairly and giving the same price to all.

No dealer can afford to get the reputation of having two prices, and the records of the retail world show that the beginning of the end comes when one starts to under sell the others and marks his wares down in response to the importunities of a species of "shopper" who can well be included in the list of undesirable citizens.

The recent failure of a bicycle dealer who heeded the tales of the bargain hunter supplies a case in point. He hung on for several years and caused the other dealers in his town lots of trouble, but the red flag marked his end, as it has marked so many others of his kind.

#### The Bicycle as a Dime Saver.

There is merit in this suggestion culled from a communication from a bicycle dealer:

"I find that the money panic or financial depression, or whatever it may be, has caused many people to figure how to save their dimes, and I am laying my plans accordingly. I am preparing to show them that a bicycle is a first-class dime saver, and believe it will be the means of selling quite a few machines; in fact, I think the panic has presented a splendid opportunity for bicycle dealers everywhere."

Whether or not it is due to the dimesaving qualities of the bicycle, it certainly is remarkable that the cycle industry has been one of the very few that scarcely have felt the effects of the depression and that the moment is opportune for the dealer to press home his advantage, as suggested by the dealer quoted, is undoubted. The bicycle is the most convenient and economical form of locomotion ever conceived, or that is conceivable. Nothing has arisen that is even comparable with it.

#### CORRESPONDENCE

#### Takes Issue with Burgess.

Editor of the Bicycling World:

In these progressive times, the interview with Mr. Burgess, published in the Bicycling World on February 1st, maintaining that the old-fashioned coaster brake is superior to the modern coaster brake in the rear hub, was not only "startling," but remarkably discordant.

Mr. Burgess's support of the tire brake is manifestly an odd whim or an effort to make a market for a job lot of an out-ofdate device.

Mr. Burgess might as well favor the old, hard, solid tire against the pneumatic tire as to bolster up the out-of-date coaster brake against the newer, much more satisfactory device. Mr. Burgess, if, indeed, he is sincere in the position he has taken, is sadly alone. The free wheel, tight pedal coaster brake is a device that grew out of an actual necessity for a satisfactory brake.

Previous to 1897, the cycling popers and cycling clubs were full of discussion, looking to the ideal brake. Frequent accidents and fatalities caused by unsatisfactory tire brakes were largely responsible for this demand. The fact that scores of patents on braking devices were taken out at about that time indicates how thoroughly wheelmen felt the necessity of a safe and efficient braking device.

The brake of which this gentleman speaks was a very primitive coaster brake-the first attempt-or very near to it. It is no more like the present coaster brake than the wheelbarrow is like the automobile or the slate pencil like the typewriter. Things have progressed since this tire brake was marketed and no manufacturer to-day would think of equipping his wheels with it for the very good and sufficient reason that practically nobody would purchase a wheel so equipped. The brake of which he speaks was clumsy, had many parts and was exposed to injury and breakage in even so slight an accident as the tumbling of the wheel on a stump or any other object. If the brake had been satisfactory, the demand would have continued.

Turning to Mr. Burgess's argument, we note that he claims the spoon brake does not wear out the tire. He contends that the grit on the tire wears down the spoon rather than the tire. I submit that his reasoning here is very faulty and the experiences of wheelmen in former years with this brake disproves his idea and proves the reasonable assumption that if grit on the soft rubber tire comes in contact with the spoon in such force as to grind down the spoon, the same grit will be forced into the soft rubber, destroying in a large mea sure the springiness and strength of the tire. Again, Mr. Burgess does not take into account the frequent necessity of renewing the spoon because of this wear.

The champion of the tire coaster brake also takes to the theory that because of leverage applied to the tire, there is greater power in his brake. In demonstrating his idea, he submits that we never attempt to open a door by applying pushing energy to it near the hinges. He must understand that in the coaster brake proposition, we are not making things go, but are retarding propulsion. I respectfully refer him to the fact that every successful door check that has been made is applied as near the hinge side of the door as possible.

After all, this proposition of the coaster brake resolves itself into a matter of the "survival of the fittest." It is no accident that the popular and satisfactory coaster brake of to-day has replaced the long ago discarded and unsatisfactory tire coaster brake of ten or more years ago.

B. C. B.

#### Against the Coaster Tire Brake.

Editor of the Bicycling World:

I have read with considerable interest the statements in your paper of February 1st, by Mr. Burgess, in reference to various types of coaster brakes.

At first reading I had almost forgotten the old time objections in my mind to the tire brake, and on this account was somewhat impressed with the points made by Mr. Burgess, but upon going into the subject further, and comparing point for point, I was so convinced in my idea that the change in the tire to the hub form of brake is correct, that I cannot refrain from suggesting these various points to your valuable paper.

So far as the first argument is concerned, I would agree with Mr. Burgess that the actual wear on the tire itself is not such as to wear the surface of the tire, but I believe that it has been demonstrated in all forms of pneumatic tires, that the constant working of the fabric, either by its contact with the ground, or by depressing it at any point when it is under load and running, is the feature that destroys the tire, rather than actual contact either with the road, or with the brake. The principal objection to the tire brake, as I recollect it, was the difficulty of plugging a tire that had been punctured, as the spoon working at this weak point was inclined to loosen the plug.

Mr. Burgess is perfectly correct in his statement regarding the leverage exerted between a braking surface at the periphery of the wheel, as against that only one inch removed from the center of the axle. He does, however, omit to bring out the fact that while in the tire form he has a leverage fourteen times as great, he also has a difference in speed in the same ratio, or fourteen times greater in the tire brake at the braking point than in the coaster brake.

Another feature, as regards braking effects, and one that Mr. Burgess does not bring out, is the fact that the braking on the tire is varied considerably by the con-

#### **COMING EVENTS**

February 17-22, Boston, Mass.—Four hours a day six day race.

February 22, Los Angeles, Cal.—Los Angeles Motorcycle Club race meet.

February 20-March 7, New York City—Champion amateur and professional meet at Sportsmen's show in Madison Square Garden, under auspices Tiger Wheelmen.

dition of a dry tire and one that is wet, and it is a well known fact that it is much more difficult to hold a wheel with a metal brake against a wet rubber tire, than though it were perfectly dry. In the hub type of brake it will be noted that the braking effect is always the same, and that even the addition of oil at this point does not effect the operation as against a dry brake, the reason being that the braking action is so severe, and the surface is so small, that no known form of lubricant will support the two metals out of contact with each other.

As regards complication and mechanism, I have in mind a number of standard coaster brakes that contain less parts than the tire brake referred to in your article, and not only this, but the parts are concealed so that they do not cumber up the wheel, and catch dirt, and are protected from the weather and accidental injury.

I can see no reason why one form of coaster brake should cause less skidding than another. It would seem as though there was the idea in mind that the coaster hub brake would cause the wheel to skid more readily than the tire brake, but this does not correspond at all with the statement that the tire brake will furnish fourteen times as much power as the coaster hub brake. I believe that the only thing that can cause skidding in a case of this sort, is the retarding of the action of the wheel, or the stopping of its revolution, and it would seem that this would apply, no matter which form of brake was used.

AN INTERESTED READER.

#### How to Distinguish Between Indians.

Editor of the Bicycling World:

How can one tell a 1905, 1906, 1907 Indian? What are the marks of distinction on each of these models?

PIONEER 2030.

According to the makers, 1905 Indians are numbered from 1168 to 2349, and 1906 models from 2350 to 4672. Regardless of mechanical differences, the 1905's were of 134 horsepower, 3 by 219-32 inches; holes drilled in motor flanges; also fitted with rims for 2-inch tires. 1906's were of 214 horsepower; 3 by 25% inches; drilled flanges; rims for 214-inch tires. 1907 Indians have longer wheel base than others, larger tank, force feed oiler, new carburetter, etc.

#### ADEE AGAIN HEADS THE N. C. A.

Noticeable Revival of Track Racing Reported—Definite Sentences for Riders

—Road Racing Rules.

Fixing a definite suspension for those riders who had been suspended for competing in unsanctioned road races; the reinstatement of two amateurs who had professionalized themselves by an act of Samaritanism; the approval of the rules for road racing as suggested by the Advisory Board, and the election of officers for the ensuing year, were the most important "doings" at the tenth annual meeting of the National Cycling Association, held at the Bartholdi



PRESIDENT D, M. ADEE

Hotel, New York City, Tuesday night, 4th inst.

The meeting was called to order by President D. M. Adee, those present being Charles B. Bloemecke, for the New Jersey Bicycle Track, Newark, N. J.; P. T. Powers, Madison Square Garden Co.; Paul Thomas, Century Road Club Association; H. A. Gliesman, Tiger Wheelmen, New York City; F. L. Valiant, proxy for Atlanta Coliseum, Atlanta, Ga.; R. A. Van Dyke, secretary, and R. F. Kelsey, chairman Board of Control. The Revere Cycle Track Association, Revere, Mass.; the Salt Palace Track, Salt Lake City; Sixty-fifth Regiment Athletic Association, Buffalo; Park Square Amusement Co., Boston; Pavilion Skating Rink Indoor Track, San Francisco, were represented by proxy.

After the reading and approval of the minutes of the last annual meeting the regular order of business was suspended to admit to full membership the Tiger Wheelmen of New York; J. E. Langford, of the proposed track at Salt Air, Utah, and E. Pickering, of the proposed track at Los Angeles, Cal.

President Adee reviewed the work of the year and thanked the officers for their hearty co-operation. Upon motion of Mr. Kelsey,

seconded by Mr. Gliesman, a vote of thanks was extended to the president for his conscientious efforts during the year.

The report of the Board of Control was of considerable interest, as it showed that there had been a noticeable revival of track racing throughout the country, new tracks having been built at Boston and San Francisco, with others in prospect in Los Angeles, Salt Air, Utah, and Vailsburg. There has been a perceptible increase in the number of registered riders during the past year, the number of amateurs (both track and road) being 91; amateurs (road racing only), 309; professional, 56, and trainers, 11, making a total of 467. Chairman Kelsey asked that the action of the Board in establishing a registration fee of 25 cents for road riders only be officially sustained, which was done.

In view of his excellent work during the past year President Adee was persuaded to accept the nomination again, the secretary casting one ballot for the following officers:

President, D. M. Adee; first vice-president, C. B. Bloemecke; second vice-president, P. T. Powers; secretary, R. A. Van Dyke, board of control-Chairman, R. F. Kelsey, New York; District A-Howard G. Reynolds, Boston; District B-D. H. Lewis, Buffalo; District C-C. R. Klosterman, Baltimore; Rock Mountain district-Frank L. Gardner, Salt Lake City; American Racing Cyclists Union, Frank L. Kramer, East Orange, N. J. Board of Appeals-Chairman, M. L. Bridgman, New York City; R. G. Betts, New York City; Dr. C. G. Plummer, Salt Lake City; A. G. Batchelder, New York City; N. E. Turgeon, Buffalo; S. A. Miles, Chicago. Auditing Committee-C. B. Bloemecke; H. A. Gliesman and Paul Thomas.

Charles Helander, of Brockton, Mass., and J. J. McKinnon, of Boston, were reinstated as amateurs. Their case was an unusual one. At a time last year when the professional pacemakers at Boston went on strike, after several well known riders had been advertised to appear, McKinnon and Helander offered to ride the pacing machine to save the meet from failure. ' Although they received no money they professionalized themselves by riding in competition with professionals, and since that time have not ridden at any meets. In view of the extenuating circumstances it was the general opinion that these two riders be reinstated to the amateur ranks.

Twenty-five amateurs who had been indefinitely suspended for competing in unsanctioned races applied for reinstatement to good standing. Among the number were several of the ring-leaders in the outlaw movement directed against the governing body early last summer when the National Cycling Association assumed control of road racing, and the remainder were those who had competed in unsanctioned races. The cases were gone over individually with considerable care and resulted in a contin-

uation of suspension to expire at fixed dates this year, as follows:

Expiring June 1—Clarence Carmen, Jamaica, N. Y.; Edward Heer, Ernest Jokus, Louis Lusardi, Louis Ohler and Charles Wegans, Newark, N. J.; Fred W. Jones Passaic, N. J.

Expiring August 1—John Brennan, Michael Ferrari, Joseph C. Miller, William Morton, Benjamin Neuschafer, Newark, N. J.; Peter J. Baum, Port Richmond, N. Y.; Harry Early, Bayonne, N. J.; Robert Eberle and Herman Eberle, Orange, N. J.; John Stofko, New York City; Fred T. Wanner, Brooklyn.

Expiring October 1—Carl T. Ericson, Franklin Fisher, Ernest G. Grupe and Arthur E. Rhodes, Brooklyn; Jacob Magin, Thomas A. Smith and James Zanes, Newark, N. J.



CHAIRMAN R. F. KELSEY

The rules for the regulation of road racing as drafted by the Advisory Board were read, and upon motion of Mr. Powers, seconded by Mr. Bloemecke, they were referred to the Board of Control for official adoption after making such changes as deemed advisable. Since the meeting on Tuesday the board has met and the new road racing rules, which will go into force at once, are published in full elsewhere.

Upon recommendation of F. L. Valiant, it was decided to create a department of publicity in connection with the secretary's office, which will issue monthly bulletins containing new registrations, sanctions, suspensions, and items of general interest, which will be sent to the newspapers, promoting organizations and registered riders.

Frank L. Valiant, of several clubs, was elected an honorary member of the association, and after a vote of thanks to P. T. Powers for providing rooms for the annual meeting, and for his hospitality, the meeting was adjourned.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50c. The Bicycling World Co., 154 Nassau St., New York City.

#### **GETTING FULL VALUE FROM SLEEP**

Champion Kramer Gives Some Advice Concerning It—Also Some General Hints on Keeping in Condition.

"Early to bed and early to rise,
"Makes many a cyclist win a prize."

—B. Franklin's Misquotations.

Bicycle riders generally, and frequently racing men, are addicted to the habit of losing much valuable sleep during the winter months. The reason is easily explained. To be in any kind of condition during the summer season they must get sleep and plenty of it and when winter sets in and training is relaxed, they are apt to go the limit in staying out late at night, a privilege they could not take when the season was in full swing. Of course, the champions know better than to do this sort of thing, and it is in the interest of the second raters and the novices, who want to be in the finals next season, that this advice is given.

Edward Young once wrote "Tired nature's sweet restorer, balmy sleep!" That is just what sleep is. Perhaps the American rider most regular in his habits is National Champion Frank L. Kramer, and it is due to his steady, abstemious life that Kramer has been able to hold his premier position for so many years. Kramer was asked not long ago what time he thought a bicycle rider ought to get up in the morning.

"What a funny question," replied the champion. "It all depends on what time he goes to bed, of course," and followed this by a few words of advice.

"Lots of persons hold different opinions as to the proper amount of sleep necessary to keep a rider in perfect health, and naturally the mode of life of the person cuts a big figure. Regularity is what counts most. I have heard some people say, 'Oh, well, if I don't get but four hours sleep tonight, I can make it up to-morrow night.' It is a big mistake to think that. Sleep should be taken as regularly as meals, in order to get the best results, and I find that the best time to get up is when I first awaken. It is pretty hard in the winter months and many persons are inclined to take a morning snooze, which they call the "beauty nap.' Unless you are awakened unnaturally or prematurely, this second sleep does more harm than it does good, and is liable to induce dreams, which should never enter the mind of a healthy and well trained rider.

"'Early to bed and early to rise' is better advice than late to bed and late to rise, because the best hours of sleep are those in the first part of the night. The same rule applies to arising. Morning is the best time for taking exercise, as the body is invigorated and the digestive organs strengthened by early morning exercise. Heavy exercise as everybody knows, or ought to know,

should not be taken before breakfast or immediately after, but a bracer in the form of a brisk short walk is an excellent way to start the day. As soon as I have had my bath I usually take some very light exercise, all the windows wide open of course, with an exerciser, dumbbells or Indian clubs, but not too much of it. That simply works the kinks out of the muscles and then a short walk before breakfast clears the lungs and stimulates the heart action, so that when you eat your breakfast your assimilative powers are all primed ready to make muscle building tissue out of the food taken into the stomach.

"Ten o'clock is an excellent hour to retire and a short stroll before going to bed will often induce sleep. Once regular hours are kept good results are bound to result. Nearly every rider pursues different methods of training, but the first step toward success is to start the day right and end it right. Once this is accomplished the hours between sunrise and sunset will be easier to utilize in the manner calculated to produce the most beneficient results for the individual.

#### C. R. C. of A. Purges Itself of Outlawry.

The Century Road Club of America, New York Division, which never was officially identified with the unlamented so-called National Federation of Amateur Cyclists, on Thursday night very formally decided to cut loose from the corpse.

This decision took the form of a resolution recalling the delegates to the "N. F. A. C." and deploring and censuring the action of ex-President A. G. Armstrong in leading the Americas into an outlaw movement. Further than that the organization made its position unmistakably plain by deciding to join the National Cycling Association, and appointing Alfred H. Seeley a delegate to the Advisory Board of the national association.

The resolution, unanimously passed by the division, by which it withdrew from all connection with the outlaw movement that did not succeed, is as follows:

Whereas, Substantial proof has been shown to this Division that it was the un constitutional acts of A. G. Armstrong, former national president of the C. R. C. of A., that was the prime cause in influencing this Division to affiliate with the National Federation of Amateur Cyclists, and to send delegates and alternates thereto; therefore, be it

Resolved, That this, the New York State Division of the C. R. C. of A., release itself from all connection with the National Federation of Amateur Cyclists and discharge its delegates and alternates thereto and the secretary-treasurer immediately notify the president of the N. F. A. C. of this fact, and that a copy of said letter be kept by the secretary-treasurer.

#### Henry Streeters Form the Triangle.

Fifteen enthusiastic young cyclists of the lower east side, New York City, have organized the Triangle Wheelmen, with head-quarters at 233 Henry street. Louis Greenstein is president and Charles Pilatsky vice-president.

#### PROPER TRAINING FOR ATBLETES

Eck Tells of Old and New Systems—He Recommends Uniform Diet, Regular Habits and Mental Recreation.

Although the silver haired Tom Eck, who handled some of the fastest men that ever straddled bicycles, no longer figures in cycling affairs, he still loves to talk of them. He was in New York recently and fell to relating some of his ideas regarding training and as his experience dates almost from the year 1 of cycling, what he said has value attached to it.

"When I began training horses," says Eck, "my father told me always to let my horses have green grass every day, and I'd never have a horse go wrong. I made it a rule, and I never did have a horse get out of shape under my handling. When I began training men I thought the same idea ought to work. In the old days they used the old English idea of training. Athletes ate no vegetables, much rare meat and any amount of dry, stale bread. It was stale bread three times a day, and ale to drink instead of water. Scores of athletes died of fever simply on account of that diet.

"I switched from that idea, gave my men plenty of fresh vegetables, whatever meat they wanted and then more vegetables. The result was that none of the men I handled went stale or became rever-dried. I let them have ice cream and good clear water. Good water never hurts any athlete.

"Look at the way a trotting horse can repeat, running ten or twelve heats in a day, and all within three seconds or so of the same time. I've seen horses go out and do 2.06½ in three straight heats, one after another. What man can run heat after heat in the same comparative time? It's a matter of condition. A man has twice the endurance of a horse. Man is the strongest animal in the world. In six days a man can run a horse to death.

"If you could take your athletes and shut them up in box stalls, feed them within five minutes of the same time every day, give them nine hours a night of undisturbed sleep, work them under the supervision of men as smart as the men who train horses, and then send them out to compete, you'd have the greatest record breakers in the world, and they'd be able to go out and repeat as often as you wanted them to.

"The only thing in which man differs from a horse is that his brain is more active. He needs mental exercise, too, or he'll fret himself stale. When I had Jimmy Michaels, the most nervous little bicycle rider in the world, I watched him all the time. I saw that he trained right, and then I carefully picked out his amusements. Once I took Jimmy to see the 'Florodora' show six times in three weeks. He liked it, and that kind of amusement was better than loafing around Manhattan Beach."

#### PRINCE PLANS A RACING CIRCUIT

New Saucer at Vailsburg to Initiate the Enterprise—Baltimore One of the Promising Points in View.

The Bicycling World is in full possession of a six lap banked board track, one grand stand and a large section of bleachers. Despite this apparent valuable acquisition it can be authoritatively stated that no meets will be held upon it. No doubt this startling announcement will occasion surprise and disappointment, until the real facts are known.

The Bicycling World's saucer, grandstand and bleachers are worth some fraction of one cent. They all were built on Monday afternoon by Jack Prince. Contrary to his usual custom he did not construct the track on his cuff—Prince wears fancy shirts now-adays—but used a sheet of paper for the purpose. Before Prince began building operations the sheet of paper was worth about one cent; it will be sold at a reduction now.

The veteran promoter was chockful of plans and optimism. He had just returned from Kansas City with a pocketful of pennies, and was on his way to Vailsburg to conclude arrangements for the new six lap track he is going to build there. Before going, however, he built the track in this office, which explains why the Bicycling World has one for sale.

Prince wouldn't tell in dollars and cents how much he made out of the six day race in Kansas City.

"No promoters tell all their business secrets," he explained.

Anyhow, he was enthusiastic over Kansas City as a live bicycling town. It took the people three days to wake up but after that there was no keeping them away from the race. The only cloud to mar his happiness is the fact that an inexperienced boy motorcyclist rode over the track one day while practicing and broke his arm. The possibilities of a suit do not appeal to Prince; he is too busy planning new tracks to attend court.

Vailsburg is not the only place where Prince intends to build a track this season, Baltimore and two or three other cities are due for saucers, if Prince has his way.

"If I can get three or four tracks going, it will make it much easier to bring over the crack riders from Europe and give the public a treat in the way of match races. The expense to each track would then be small, as they could share the expense. Besides we would have a great circuit that would give the riders racing all the time.

"My idea is to build tracks in several cities in the East and be a sort of general manager. I could have one good local manager for each track to look after the details in his section. Howard French wants me to build a track at Baltimore, and I am

going down to see him in a few days, as soon as I get settled. I am going to live in Newark and will start to work at once on the Vailsburg track.

"The old track will be torn up entirely, as will also the bleachers, which now adjoin the grandstand. The new track will be six laps to the mile and will be built directly in front of the present grandstand, while I will erect new bleachers on the backstretch side. The track will be 20 feet wide, banked to 45 degrees on the turns and 25 degrees on the stretches.

"When do I expect to open? The first meet will be held on Sunday, May 3d.

It was suggested to Prince that there might be some trouble about Sunday racing. He seemed worried for a minute, but almost instantly recovered his composure.

"Oh, no! I don't think so," he replied. Newark couldn't get along without Sunday baseball, and they cannot stop bicycle racing unless they stop baseball, too, and they'll never do that.

Prince stated that there will be no motorpaced racing at the new Vailsburg saucer, which will be a good thing, but he intimated that he may hold motorcycle races, which will be even more dangerous, unless he builds a railing strong enough to protect the spectators in case one of the machines runs amuck. This, he says he will do and make the guard rail sufficiently strong and high enough to withstand any onslaught Kramer and Lawson, who have signed to ride at Vailsburg, as well as other prominent sprinters, are against motor paced events and stipulated plainly that there should be none at the new Vailsburg track before they would sign their contracts. There will be paced riding however, according to Prince, but it will be human paced by tandems. If this actually becomes a reality Prince doubtless will strike a keynote in interesting sport that has not been sounded in this country in some years.

While he was in New York Prince fell afoul of President Betts of the Federation of American Motorcyclists, and learned a few things regarding alliances and his permitting unsanctioned motorcycle races to be run and unregistered riders to compete during the Kansas City six day race. Prince has become quite enamored of motorcycle racing and promised that he would "be good" and sin no more.

#### Sherwood to Ride in Europe.

Charles A. Sherwood, the former amateur champion on both road and track, will sain for Europe shortly after the finish of the Boston six days race, which will end on February 22d. The crack New Yorker has improved wonderfully since he joined the cash chasers and feels confident that he will make a good showing on continental tracks. His contract calls for five matches within two months. Although he has not fully made up his mind, George Wiley expects to go abroad with Sherwood, although he will follow pace, while Sherwood will sprint.

#### MISSIMER SUES FOR MOTORCYCLE

Pelham Parkway Handicap to be Contested in Court—Disqualified Rider Claims Damages as Well as Prize.

Although more than a month has elapsed since the prizes were distributed, the Pelham Parkway handicap which was held by the Tiger Wheelmen, of New York City, on Thanksgiving Day, November 28th, last, will be run in Sixth District Municipal Court, Brooklyn, on Monday morning, 17th inst.

Master Harold F. Missimer, who finished first in the race, but who was disqualified for alleged falsifying of his entry blank and otherwise making misrepresentations, evidently still thinks he is entitled to the Curtiss motor bicycle that constituted first prize.

With the aid of Raymond H. Missimer as guardian, and Harry E. Lewis, as attorney, Missimer, who pleads that he is a legal infant, has asked the Tiger Wheelmen to show cause why the motorcycle should not be given to him. In addition young Master Missimer asks the Tiger Wheelmen to give him \$50 damages, though for what purpose is not stated.

A summons to this effect was served upon H. A. Gliesman, as president of the corporate Tiger Wheelmen, this week and the hearing in the Brooklyn court on February 17th, promises to be as interesting as it doubtless will be amusing.

At first, the Tiger Wheelmen were inclined to pay no attention to the summons but investigation proved that the club received its charter from the Secretary of State three days before the Thanksgiving Day race was held, and so will have to appear in court to answer to the complaint.

Ever since he was disqualified young Master Missimer has been a very much disgruntled boy. He doesn't see things as clearly as some other people, and therefore thinks he is entitled to the motorcycle which evidently has increased in value since the race. It was advertised on the entry blanks as valued at \$200; in his summons, young Master Missimer places its value at \$250. He also recites that by not receiving the motorcycle to which he was "lawfully entitled" he has been damaged to the extent of \$50, and asks for that amount.

#### Detroit Motorcyclists Get Together.

The Detroit Motorcycle Club was organized in Detroit, Mich., on Monday last, 3d inst., with the following officials: President, H. G. Smith; vice-president, Roy Hunter; secretary, C. H. Drude; treasurer, Joseph Adcock; captain, W. A. Leake; first lieutenant, F. E. Wright; second lieutenant, M. S. Sprung. Fifteen members were enrolled and a committee was appointed to engage suitable club rooms. Secretary Drude states that it is expected that the membership will reach 50 before May 1st.



#### REPRESENTATIVES:

## STOP—INVESTIGATE THE (0 IMMEDIA)

THE CONSOLIDATED MANUFACTURING COMIN



LIDATED HANGER TO-DAY IVERIES

TOLEDO, OHIO

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STOP—INVESTIGATE THE CONOLIDATED HANGER TO-DAY IMMEDIATE CLIVERIES
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#### OFFICIAL RULES FOR ROAD RACING

Important Regulations Adopted by the National Cycling Association—Full

Text of the Code.

Bicycle road races at last will be conducted in this country under official rules. The following rules, published herewith, which were drafted by the Advisory Board and officially adopted by the National Cycling Association, constitute one of the most important works that ever has been done for road racing in America. Various associations have at times made rules after a fashion, but the lack of a governing body in control of the sport resulted in much confusion.

When the National Cycling Association assumed control of road racing a year ago, it realized that its first work should be the promulgation of rules, but after some discussion it was decided to wait one year, so that the experience thus gained would result in a set of rules that would most thoroughly govern the sport.

Doubtless the most important clause of the new rules is that which refers to entries. The great bugaboo in road racing has always been that a promoter never knew until after a race had started whether it would be a success or not. Sometimes one hundred riders would enter, but on the day of the race only fifteen or twenty would show up, because there was no rule to require riders to pay the entry fee at the time the blank was sent in. Hereafter the rider will have to pay 25 per cent. of the stated entry fee before the entry will be accepted, and the remainder on the day of the race, while post entries will be chargd 25 per cent, additional to the regular fee.

Another important feature in the establishment of fixed penalties for infractions of the rules and for competing in unsanctioned road races, while promoters may be fined or otherwise punished for publishing the names of contestants on their program that have not entered. National road championships are also provided for. The rules will go into effect immediately, the full text being as follows:

#### Rule I - Sanctions.

All road races must be sanctioned by the Board of Control of the National Cycling Association, and the promoter or promoters must comply with all the legal requirements as called for by the National Cycling Association's official sanction.

#### Rule II-Registrations.

All riders must be registered as prescribed by the rules, and all entries will be recognized as a signed agreement binding both promoter and the rider to comply with National Cycling Association regulations covering such agreement.

#### Rule III - Officials.

Section. A.—The officers of a road race shall be a referee, at least two assistant referees or umpires, three or more judges,

at least two timekeepers at start and finish, one starter, one clerk of the course and assistants, one scorer and assistants, and one checker and assistants.

Section B—The referee shall have general supervision of and authority over the race, and shall give judgment on protests received by him; shall decide all questions of protests respecting foul riding, etc., of which he may be personally cognizant, or which may be brought to his notice. He shall decide all questions whose settlement is not provided for in these rules. He shall have power to remove any official who, in his judgment, is incompetent. His decision shall be final.

Section C—There shall be three or more judges at the finish. In case of a disagreement a majority shall decide. Their decisions as to the order in which the men finish shall be final.

Section D—The clerk of the course shall arrange the competitors in groups according to handicaps, ready for the start, require that each be provided with his respective number, and see that it is properly displayed.

Section E—It shall be the duty of the promoters to place one or more checkers, or other sufficient sign, at all turns, to mark the course. Failure to do this may result in contest being declared "no race." It shall be the duty of each checker to oversee that part of the course to which he is assigned by the promoter, and to watch closely the riding, to record the order of the passing of the competitors, and immediately after the race to report to the referee any competitor or competitors whose riding may be considered unfair.

#### Rule IV — Competitors.

Section A—Competitors must be at the tape in position according to handicap, and ready to start promptly at the time appointed. Each competitor must wear his number conspicuously displayed. The start shall be made from a standstill, and no call-back will be allowed under any circumstances after the leading men have started. All competitors shall start from the handicap marks to which they are assigned.

Section B—In scratch events track rules relating to the start of race will apply.

#### Rule V .- Entries.

Section A—Promoters shall not accept any entry for any road race unless accompanied by at least 25 per cent. of the entry fee, as a guarantee of good faith on the part of the rider. All entries received after the date of closing as stated on the entry blank shall be charged 25 per cent. additional to the stated fee.

tional to the stated fee.

Section B.—No entrant shall be entitled to the return of entry fee when the promoter has fulfilled all requirements of the agreement as specified on the entry blank.

Section C.—Promoters shall have the

Section C.—Promoters shall have the right to accept or to reject any or all entries without assigning a reason, except in championship events.

#### Rule VI.—Rule of the Road.

Section A.—The law of the road shall be strictly observed. All contestants must keep to the right, and when passing in the same direction must go to the left. Any violation of this rule shall be to the violator's peril, and in case of a foul he shall be disqualified.

Section B.—Acceptance of pace or assistance from any outside means or individual will constitute a breach of the rules, punishable by disqualification and possible suspension. Competitors who fall during a race may be assisted to remount.

Section C.—A duly authorized official, shall be stationed at a point not less than 100 yards or more than 200 yards from the

finish line to notify competitors by means of a white flag that competitors in the lead must hold directly to the course in a straight line to the finish. Any violation of this rule may be deemed sufficient cause for disqualification.

#### Rule VII.—Change of Machines.

Contestants may change machines during a race, but they must make no progress unaccompanied by a bicycle.

#### Rule VIII.—Protests

All protests in regard to foul riding or other infraction of any of these rules, must be presented to the referee, or his duly authorized representative, within one hour after the finish of the race.

#### Rule IX.—Records.

No record will be officially accepted unless the Board of Control has been assured by satisfactory evidence that the course is the full distance claimed. It is the duty of the promoter to have the course accurately measured by at least three cyclometers and certified to by the officials measuring same. All records must be formally applied for to the chairman of the Board of Control.

#### Rule X .- Penalties.

Section A.—Riders competing in unsanctioned races are liable to a suspension for a period of not less than 30 days or more than 60 days; for the second offense a suspension of not less than 90 days or more than 180 days; for third and subsequent offenses indefinite suspension at the discretion of the Board of Control.

Section B—Riders not covering the full

Section B—Riders not covering the full course and crossing the finish line as a competitor for prize honors shall be liable to suspension for not less than 30 days.

Section C.—Track rules relating to repre-

Section C.—Track rules relating to reprehensible conduct (see page —) will apply in their fullest details to road racing and will be strictly enforced by the Board of Control upon the complaint of officials of the

race.

Section D.—Promoters advertising and listing the names of riders as entrants to races, who have not made bona fide entries according to the entries rule shall be punishable by a fine or otherwise at the discretion of the Board of Control, according to the degree of the offense.

to the degree of the offense.

Section E.—Competitors refusing to start from the handicap marks assigned them will be considered as having broken their agreements, and upon notification by the promoter the Board of Control may impose such punishment as it deems proper.

### Rule XI.—National Champion-ships.

Annually the Board of Control will award the running of amateur championships to those clubs represented by delegates on the Advisory Board, who shall apply for them. These events shall consist of a half, mile, two, five and ten mile races; and the title of amateur road champion shall be decided by a system of point scoring as followed in the track championships. The first three prizes in each event shall be respectively, gold, silver and bronze medals, in addition to whatever other prizes the promoter may provide. Before such championships are assigned, the promoting club shall be required to deposit with the Chairman of the Board of Control, a sufficient sum to cover the cost of such medals, to insure their official delivery.

#### Rule XII - Reference to Track Rules.

Where not provided especially for in the foregoing, the rules for track racing also shall apply to road racing, insofar as is practicable.

#### BEDELLS IN A HARD FINISH

John Beat Menus at Boston—Ten Mile Open for Amateurs Another of Several Lively Events.

Although he lost the paced race to Nat Butler, John Bedell showed that he can "sprint some" if occasion demands, by winning the ten mile open at the Boston velodrome, Saturday night last, 1st inst. John won in a hard finish from his brother Menus. Patrick Henry Logan got some toys for his several children after the half mile open. Hill beat Cameron in the ten mile open for simon pures.

With more than twenty starters the ten mile open for amateurs proved a lively event. Stoughton made the going on the last mile and pulled Cameron in good shape. With two laps to go Cameron went to the front and looked an easy winner until Hill developed a surprising burst of speed and passed the New Yorker in the backstretch. Cameron came back strong but failed to catch Hill by a half length at the tape. Currie was third and O'Gorman fourth.

As there were no scratch men in the final heat of the half mile handicap professional Menus Bedell and Matt Downey were moved back to the honor mark, with Logan, Connolly, MacLean, Anderson and Halligan out in front. Halligan set the pace and at the gun delivered the lead to Logan. The South Boston orator made good use of it and streaked around to the tape a good length ahead of Anderson, the Dane. Connolly was third and MacLean fourth.

John Bedell started from the tape in the first heat of his match race against Nat Butler, the latter having the backstretch. Turville paced Butler and White manned the motor for Bedell. Butler unwound from the start, but Bedell surprised the crowd by holding his own for three miles. Then he began to weaken, Butler gaining a quarter of a lap before Bedell braced up. There was no relative change in position until the finish, Butler winning.

The second heat started exactly as the first and for two and one-half miles the going was of the hardest kind. It was so fast that Bedell lost his pace, but resolutely continued unpaced until he tacked on behind the motor again. The strain told on him, however, and Butler, riding stronger all the time, passed the Long Islander in the last mile. Butler won the heat by three-quarters of a lap.

In order to give John Bedell a little rest the ten mile open, with special half mile prizes, was made the last event on the card A large field lined up, and Logan, Downey and Halligan began a tussle for the special prizes. After taking one of them on the sixth mile, Halligan did not stop, but opened a gap of a third of a lap before Hugh MacLean, with Bedell on, tagged the Jerseyman. MacLean eased up after overhauling Halligan, and John Bedell, seeing a chance shot through on the pole. Before the others realized it he was a half lap to the good.

Matt Downey put a crimp in Bedell's lapstealing aspirations. Unfortunately Downey punctured on the ninth mile. The last mile was a wicked one, the bunch fighting hard for position. At two laps to go John Bedell unwound and Menus followed closely to protect his rear wheel. Hugh MacLean came on with a rush prepared to snatch second from Menus, but slowed perceptibly on the last turn. The moment's hesitation was sufficient to give second to Menus Bedell by less than a foot. George Wiley was fourth and Anderson fifth. Logan took four of the half mile prizes, as did Wiley. Halligan got three, the remainder being divided between Connolly, John Bedell, Holbrook and Anderson. The summaries:

Ten mile open, amateur—Won by Fred Hill, Watertown; second, George Cameron, Irish-American A. C.; third, Joe Currie; fourth, P. O'Gorman. Time, 26:304%.

Hilf-mile open, professional—Won by Patrick Logan, South Boston; second, N. M. Anderson, Denmark; third, Tom Connolly, Boston; fourth, Hugh MacLean. Time, 0:583/4.

Five mile motor paced match, professional—First heat won by Nat Butler, Cambridge; second, John Bedell, Lynbrook, N. Y. Time, 8:174%. Second heat and race won by Butler. Time, 8:19.

Ten mile open, professional—Won by John Bedell, Lynbrook, N. Y.; second, Menus Bedell, Lynbrook, N. Y.; third, Hugh MacLean, Chelsea; fourth, George Wiley, Syracuse; fifth, N. M. Anderson, Denmark. Time, 25:50. Half mile prizes—Logan and Wiley, 4 each; Halligan, 3; Connolly, 2; and John Bedell, Holbrook and Anderson, one each.

#### Gliesman Trophy not yet Awarded.

Nobody knows just who won the Gliesman point trophy-the cup which was offered for the rider scoring the most points in sanctioned handicap road races last season. Since the list of point scorers was published in the Bicycling World two weeks ago, when Robert L. Shanklin, of Baltimore, was proclaimed the winner, it has been discovered that the person to whom was intrusted the tabulation overlooked several races that will make a great difference in the scores of the leaders. Leon J. Grogan of Philadelphia claimed that he had won it, and when Grogan's claim was looked up, it was found that several races had not been counted. The prodigious task of tabulating the score will have to be entirely gone over again. From unofficial investigation the winner appears to be John Farber, of Philadelphia. There was no doubt about the winner of the Valiant medal for scratch riders. It was unquestionably won by Frank W. Eifler, with W. Richard Stroud second. W. Eifler of New York, of the Century Road Association, with W. Richard Stroud, of Philadelphia second.

#### TWO GOOD RACES AT BUFFALO

They Were Star Features of the 74th Regiment Armory Games—Schmidt and Arenz the Winners.

In spite of the stormy weather several thousand people attended the games at the 74th Regiment armory, Buffalo, N. Y., last Saturday night, 1st inst. Both bicycle races were more exciting than all the other events together, as usually is the case. Fred Schudt rode in fine style and won the mile open after a spirited sprint against Champion Delling. The two mile handicap went to Ervin Arenz, with a hapdicap of 40 yards.

All the heats of the mile open were exciting, Delling and Hoover making a hairraising fight for honors in the first. Delling caught the judges' eyes. Tanner had little difficulty in taking the second heat, and Whitelock and Fisher, in this order, were the best in the third. Schudt qualified in the fourth heat by finishing in front of J. B. Devine. The final heat produced some of the best riding seen this season and there was not a slow moment from start to finish, the distance being covered in the fast time of 2:193/5. Delling tried hard to get home, but Schudt uncorked a barrel of speed in the last lap and won the prize. Adam Fisher was third. Among the also rans were such sprinters as Hoover, Mercer, Whitelock and Devine.

Several bad spills occurred in the two mile handicap, in one of which R. J. Hoover, sustained a badly wrenched shoulder, which may keep him out of competition for some weeks. The final heat went to Ervin Arenz, with Adam Fisher second. Time, 4:49. The summaries:

One mile open—First heat won by Ed. Delling; second, R. J. Hoover; third, Ervin Arenz. Time, 2:36\%. Second heat won by John Tanner; second, Alfred Mercer; third, Charles Mortimer. Time, 2:31\%. Third heat won by W. W. Whitelock; second, Adam Fisher; third, John Stauber. Time, 2:24\%. Fourth heat won by Fred Schudt; second, J. B. Devine; third, Joe Tanner. Time, 2:26\%. Final heat won by Schudt, second, Delling; third, Fisher. Time, 2:19\%.

Two mile handicap—Qualifants: Fred Schudt (scratch), Ervin Arenz (40), W. W. Whitelock (scratch), J. Scheider (35), Adam Fisher (15), John Tanner (scratch), R. J. Hoover (50), G. B. Keipper (100), E. P. Young (135), J. Devine (60), Charles Mortimer (90), Tony Burke (75). Final heat won by Arenz; second, Fisher; third, Young. Time, 4:49.

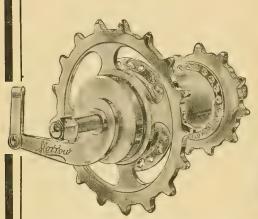
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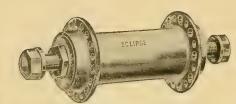
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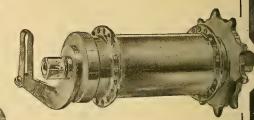
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#### **BOARDMAN GETS BUSY IN CHICAGO**

Former New Yorker Leads Movement for a Western Motorcycle Union-Seeks to Co-operate with F. A. M.

The Western Motorcycle Union effected temporary organization at a meeting held at Chicago on Thursday last, 6th inst. The meeting was brought about by a call signed by A. F. Alofsin, a Chicago newspaper man; Dr. S. W. Fahrney, president of the Chicago Motorcycle Club, and L. C. Boardman, I. H. Whillple and John T. Fisher, who are engaged in the motorcycle trade in the Windy City. Boardman is a former New York newspaper man who went west and until he recently took up the sale of Armacs, he and Alofsin were fellow workers for the same publication. They were the prime movers in the affair. During the heydey of cycling and when he was in New York, Boardman organized the Cyclists' Federation, which has a brief but animated existence.

The meeting in Chicago was held at the Chicago Automobile Club's quarters and was attended by all the signers of the call save Dr. Fahrney, who was unable to be present because of illness. He was, however, represented by J. S. Woodworth. The others present were H. H. Thorp and H. G. Hartenstein, Armac Motor Co.; John R. Ball, Merkel Motor Co.; W. D. Rockwell, Pennsylvania Rubber Co.; and C. H. Lang and Edward Landgraf, who are engaged in the motorcycle trade in Chicago.

Mr. Alofsin called the meeting to order, and nominated Mr. Ball as temporary chairman. Mr. Ball, in turn, called upon Mr. Boardman to state the purposes of the meeting. Among other things Mr. Boardman said there was much money to be made in the motorcycle industry and promised that it would exceed anything ever attained by the bicycle. He stated further, that in Germany, France and England motorcycles are as universal as are street cars in this country, and said that much good could be accomplished by "a big organization, including all the central west, which can affiliate with the Federation of American Moorcyclists and recognize its rules." Considerable discussion was proveked, during which Chairman Ball and Mr. Lang, in particular, laid emphasis on the fact that nothing should be done that would not be in harmony with and have the approval and hearty co-operation of the F. A. M.

The upshot of the meeting was the adoption of the following resolution, drafted of a committee consisting of Boardman, Fisher and Woodworth:

Whereas, The development of the motorcycle for use both for pleasure and business has not been developed as much in the central west as it has on the Pacific coast, in the East and in foreign countries where it has become almost universal, and therefore it has been decided that if active, stren-

uous work be started in the Central West there would be a great accession to the ranks of motorcyclists.

Resolved, At a meeting held at the Automobile Club, February 6, 1908, the undersigned—a number of interested motorcyclists—agree to form an association to be known as the Western Motorcycle Union, to be composed of all persons interested in the development of motorcycling and good roads for the general benefit of all concerned, in co-operation with all clubs within the district and the F. A. M., the national body governing motorcyclists and individuals and that a temporary organization be effected.

After Messrs. Boardman, Fisher and Whipple were appointed a committee to draft a constitution and by-laws, the meeting then adjourned until March 6th next.

"We naturally are pleased that the desire exists to co-operate with the F. A. M.," said R. G. Betts, president of the F. A. M., when his opinion of the embryo Western Motorcycle Union was sought, "and I know enough of most of the men personally identified with the movement to realize that the desire is sincere. But I fear they are not wholly familiar with the F. A. M. constitution and plan of government. It divides the country into four districts, of which the western district is one, and each is absolutely self-governing and under the control of a vice-president resident in the district. He is free to adopt constitution and by-laws in harmony with the F. A. M., and to appoint his own secretary and district committees and the various State officials, to expend his district's pro rata of the F. A. M. income in his own way and to have district meetings and championships and to do pretty much everything else he or the members of his district desire to do. It would seem, therefore, that any Western Motorcycle Union would at once conflict with the Western District.

"I have meard that because he had sold his motorcycle there was some disposition to criticize the western vice-president of the F. A. M., but he is a quiet, clear headed man and has done some good work, and 1 also know that he did not desire re-election and that, like myself and the rest of us, he is ready at any time to step out and make way for any one willing to work. The door of the F. A. M. is wide open; our officers always have been nominated from the floor and not by a selected nominating committee, and any one with ideas or energy has but to make himself heard to be 'put on the job.' It is pretty hard for two organizations working in the same field and for the same purposes to avoid crossing each other. The F. A. M. Western District exists for exactly the same ends as the projected Western Union. The machinery already is there and it is for the western riders to make use of it."

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

#### TEN TEAMS FOR SIX DAYS RACE

Limited Daily Riding Time in Next Big

Event at Boston—Major Taylor to

be in the Lineup.

Ten teams have been engaged for the Boston six days race which is to start Monday, 17th inst., and continued until the following Saturday. Judging by the lineup the race will be an interesting one.

The forthcoming Boston race will be the shortest of the supplementary six day races held this season. The November race at Boston lasted for ten hours each day and the Kansas City grind went eight hours each day. In the Boston race the riders will ride only two and one-half hours each day, except Saturday, the final day, when they will be on the track from 2 o'clock in the afternoon until 10 o'clock in the evening. The daily hours, with the exception of Saturday, are from 8 o'clock p. m. to 10 p. m.

The riders will be better paid in this race that is, if the attendance is equally as good. that is if the attendance is equally as good. It is stated that they will receive 45 per cent. of the gross receipts. This increase has made it possible to secure a larger number of teams and some new material.

Major Taylor will ride his second race in this country in several years, having been teamed with Nat Butler. Another newcomer is Charles Vanoni, who has elected to ride with N. M. Anderson, of Denmark. James F. Moran and Iver Lawson, the winners of the Boston 24 hours and the Kansas City six days races will again ride as a team, but Fogler will have Hugh MacLean as his partner, E. F. Root having paired with Patrick Henry Logan. Floyd Krebs and Matt Downey should make an excellent combination. The other combinations are John and Menus Bedell, Walter Bardgett and W. L. Mitten, C. A. Sherwood and George Wiley, and J. T. Halligan and A. W. Holbrook.

An interesting race is on the tapis for tonight at the indoor saucer at Boston. Iver Lawson and Major Taylor will meet in a match race, best two heats in three. The first will go a half mile, and the second one mile; if the third is necessary the distance will be decided by a toss of a coin.

#### Pacemaker Acquitted of Manslaughter.

Ceurremans, the German pacemaker, has been liberated at Dresden, according to advices from abroad. It will be remembered that he rode the machine that ran amuck and killed Wolffe, a trainer, during a race last year. Ceurremans was released on bail and later was re-arrested at the instigation of Thaddeus Robl, another rider, who claimed that Ceurremans had attempted to run into him with deliberate intent, a charge that has not added to Robl's popularity.

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It's built on the principle of a truss bridge. It secures the maximum rigidity with minimum weight. Saves the rider's power and the wear and tear on all running parts.

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Motorcycle Agents should strive to satisfy their customers for the industry is growing. Motorcycles will assist you along these lines. They represent QUALITY. Think that over-Then write to us for a *Thon* Agency.



Aurora Automatic Machinery Company,

Aurora, III.

#### WHAT HIS "TINKERITIS" COST HIM

The Experienced Motorcyclist Reminiscent
Again—Typical Illustration of Attempts to "Improve" Machines.

The experienced motorcyclist had been sitting quietly by the radiator. Outside the snow was falling and there was little to suggest the topic of summer sports, yet there was no one surprised when, after removing his pipe he began his discourse.

"Sometimes," he said without preface or introduction, "there's an epidemic of grippe, sometimes it's pneumonia, and sometimes it's something else, but it does seem as though at all times there's one disease that catches the motorcyclist and he gets it bad; of course; some have it worse than others, but all get it and some never get over it.

"Measles get children, appendicitis gets adults, and tinkeritis hits all motorcyclists a terrible swat. I had it—had it about twenty dollars' worth at one time. Then I was cured, permanently, I think.

"I hadn't been riding a motor bicycle very long before I had two or three experiences with a gasolene tank which I thought was full, but which wasn't; I told you about one of them a couple of weeks ago," he added.

"Well. I decided that the simplest and best way to avoid further trouble would be to put on some sort of an indicator or gauge. A search of the market revealed that though these things were made for automobiles, there was nothing that could be used on a motor bicycle. The answer was, make one.

"At that time I was riding an Indian, and though I liked the arrangement of the machine I could think of no way of getting a gauge on the irregular shaped tank where it would be in some place not likely to be broken, so off came the tank, and a new one was ordered, one suspended from the top bar in the frame of the bicycle. To get greater gasolene capacity, I was forced to dispense with the battery contained in the cylindrical case and substitute for it a battery box that would hold three cells and fit on the machine over the rear mudguard, to occupy a part of the space previously occupied by the gasolene tank.

"The new tank was designed to fill in all the space between the carburetter and the engine head, the lowest point—where the outlet pipe was connected—to be just above the fuel level in the carburetter. By this design I was able to get a capacity of about 1½ gallons; the ends of the tank were at right angles to the sides and on the end nearest to the carburetter, at a point just left of center a boss was soldered on at the bottom; this was drilled through, the hole entering into the tank.

The boss was tapped with a 1/8 pipe thread, a short nipple screwed in and the whole soldered; then a brass elbow was

screwed onto the nipple, its opening pointing upward. To screw into this was a brass tube threaded on both ends; from a point about 1/4 inch above the lower threads to about the same distance below the upper ones a flat surface was obtained by filing. which left a slot in the tubing. Then a mixture of plaster of paris and glue was made and carefully packed around a glass tube which was inserted in the brass tubing, the latter serving as a protector of the former; a brass cup was put on the top of all and a tiny hole drilled in the cup to permit the ingress or egress of air as the gasolene rose or fell in the gauge. The entire contrivance was steadied by a brass bracket attached near



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the top and fastened to the tank. Of course this was done to prevent vibration.

"Well, on the first trial the glass broke and I lost all my gasolene. I had to cork up the gauge and buy gasolene enough to get home with. The next time the top bracket broke loose and the gauge vibrated off. Then I inserted a pet cock at the bottom and tried some more. Well, to get to the end, the thing stayed on for a week and then the gauge tank, battery box and batteries went into a junk heap and the old equipment was replaced.

"When I figured up I found my attack of tinkeritis had cost me—for the tank, \$9; battery box, \$3.50; battery, 90 cents; fit tings and tubes, 60 cents; new gasolene pipe, \$1; labor, \$2.50; a total of \$17.50, to say nothing of the gasolene I lost.

"All this happened several years ago. The game was new then, and I was new to the game. Now if you want a gauge for your motor bicycle you can buy it and you don't have to change your mechanism to get it on, and a gauge is a good thing, too. If I do say it myself, mine was a good one, —if it had worked," he added reminiscently.

#### NINE HUNDRED MILES BY A NOVICE

Initial Trip of a Pacific Coast Motorcyclist an Adventurous One—Pluck and Luck on Rugged Roads.

Undertaking a journey of about 900 miles, through rugged, sparsely settled country, without having previously ridden a motorcycle, would seem to require more self confidence than the average person possesses. From Ogden, Utah, to Upland, Cal., a little more than 880 miles, was the initial trip of O. F. Trainer, one which was started the same day he purchased his motorcycle.

Trainer purchased his R-S machine from H. C. Hansen & Son, of Ogden, and after being shown how to manipulate the levers, immediately set out for Salt Lake City, 40 miles away. Trainer's experiences en route from Salt Lake City to California were full of interest.

"I was nearly a week on my way from Salt Lake City to San Bernardino, Cal., and during that time had only one puncture, caused by a cactus thorn, picked up near Dagget, Cal.

"My first difficulty was experienced when I got 200 miles from Salt Lake City. I ran out of gasolene, and as there was none to be procured, had to be content with some 'distillate' which I got at a railroad pump house. The carburetter worked all right with this, but would not start with as much force. That taught me I had better carry an extra supply of gasolene as the towns were becoming fewer and farther distant, and the roads were so ill-defined that I could scarcely follow them, while at times I could not even tell where they were.

"However, the desert was very smooth for miles, so I ran 'wide open' for about four hours, thinking every minute that I would run into an orange grove. Nothing but cactus and mountains rewarded me after I got over the desert. Many miles were covered either on or beside the railroad tracks. Then I longed for a flying machine. One time I was nearly famished for a drink and finally came upon an underground tank, beside the railroad, only to find it securely locked. My tools proved very useful, and when the hinges finally gave way I surely did 'tank up.'

Riding through long, dark tunnels, not knowing what minute a limited would come along, was somewhat hazardous and timidly undertaken, but fortunately I came through without accident. I camped out three nights but something always happened to disturb my slumber. One night it was a big white owl. I had just fallen asleep on top of a big alfalfa stack, when I felt a breeze and looked up to find two white wings fluttering over me. I thought of angels and was disappointed to find nothing but an owl. The next night I found lodging in a box car, but had no sooner fallen asleep than I was thrown the entire length of a car by a train

bumping into the line of cars on the siding. A puncture delayed me the next day and when night came everything was so cold and cheerless that I did not attempt to sleep. I was so tired that I had to find a down grade to start my machine.

"No mechanical troubles beset me until within 12 miles of Upland, my destination, when the carburetter refused to carburet. I schemed and figured and finally hit upon the idea of placing two small stones on the top of the float. After that everything was lovely. The batteries tested 8 amperes at the end of the trip, and after tightening the chains, the motorcycle wa's as good as when I started. I took the engine apart the other day and was surprised to find that none of the bearings had worn, which is surprising in view of some of the rough country I rode through."

Trainer's letter from Upland, which bears date January 17th, adds: "The climate here is fine; the oranges are delicious, and roses and fruit trees are in bloom"—statements calculated to arouse envy in the snow clad States.

#### Symptom of Defective Sparking.

When troubled with a misfiring motor. the rider will occasionally observe that every skip is followed by a particularly sharp detonation from the muffler, showing that whatever may cause the loss of one or more inpulses, the remainder are of unquestionable regularity and power. In such a case, some defect in the sparking is undoubtedly the cause and should be sought for systematically. If the machine is known to have a weak spot somewhere in its ignition system, that should be looked at first, otherwise, it is well to begin with the battery terminals, follow out the primary circuit, and then the secondary. A loose binding screw or other connection, a spot where the insulation has been chafed away leaving the wire bare, or a wire broken within its jacket of insulation may be the cause.

The reason for the strong explosion following a skip is that where the ignition is at fault in this way, the gas is taken into the cylinder uninterruptedly, while the cylinder is somewhat cooled by the idle interval between explosions. Missing caused by weak batteries, is apt to be more erratic, and manifests itself by periods of late explosions and missing, from which the motor recovers in short intervals which grow less and less prolonged.

#### Valves that Hard Abrasives Injure.

Emery and glass powder are well enough for grinding the main valves of the motor, but they should never be employed in seating such valves as the gasolene inlet to the carburetter or the gasolene and oil taps at the tank. The brass of which they are made is so soft that the hard abrasive has a tendency to groove the seatings instead of surfacing them as it should. It is better to use only a little gasolene and work the parts together carefully under considerable pressure.

#### ABOUT MOTORCYCLING IN HAWAII

Climate Favorable for the Pastime and Sufficient Good Roads to Make It Enjoyable—Interest Increasing.

Though the motorcycle has long since ceased to be an object of special interest or curiosity in many parts of the world, it is gradually finding its way into more general use, even so far away as the Hawaii Islands. That the islands offer an attractive field for the pleasure of motorcycling is shown by the illustration which depicts a perfect roadway with shade trees in such

of a thing called a differential. All those seven years the parts had been running faithfully and well without lubrication and without cleaning or other attention, yet up to that moment they had shown no signs of failure. The spectacle of old riders who are continually making new discoveries as to the construction of their machines is by no means an uncommon one, yet it always serves to point out the requirement of good and substantial design, particularly in the hidden parts.

#### Jacquelin Surrenders Powers's \$100.

Edmond Jacquelin has decided that it is easier to return the \$100 he squeezed from P. T. Powers by refusing to ride a second



HAWAIIAN HIGHWAY THAT SUGGESTS THE JOYS OF MOTORCYCLING

abundance that their heavy foliage forms an arch through which the motorcyclist may ride secure from the direct rays of the tropical sun.

With such opportunities as are afforded by the long days, the cool evenings and the carefully kept highways the use of the power bicycle will probably become very general, and to take advantage of this demand the two men shown in the foreground, W. R. Chilton and P. C. Beamer, handle the Indian in Hawaii, and are demonstrating to the residents the possibilities of their machines for both business and pleasure purposes.

#### Mechanism Taxed to Its Limit.

A typical illustration of what the average cycle mechanism may be called upon to perform in the way of enduring hard service under trying condidtions is developed in a repairman's tals in a foreign publication wherein it is explained that a very old tricycle was brought into a shop to be "fixed," its owner explaining that there was something the matter "just where the chain came out." It developed upon inquiry that its owner who had been using it every day for seven years, was totally unaware that the rear axle was in two parts and that they were connected by means

heat against Frank L. Kramer at Madison Square Garden until the promoter paid him that sum more than his contract called for than it is to be kept out of racing forever. The Union Cycliste Internationale sustained the action of the National Cycling Association in suspending Jacquelin. News was received this week that the erratic French rider had paid the money to the I. C. U., which in turn had given it to Victor Breyer, America's delegate in the interna tional union. The money will be returned to Mr. Powers, who has directed that it shall be applied to the fund being raised for the benefit of the widow and child of the late Urban MacDonald. Mr. Powers stated that it was not for the money that he insisted upon Jacquelin's squaring himself, but that he hated to be held up in the manner in which he was. The gift will make a substantial increase to the memorial fund, bring the total up to more than \$500, all of which has not been paid.

"Am very much pleased with 'Care and Repair of Motorcycles.' There has been a demand for such a book for some time. I sold the first lot of six I ordered in one day. Please send twelve more books at que."—Frank B. Widmayer, New York City.

## "BICYCLE REPAIRING"

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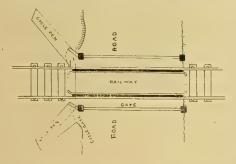
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154 Nassau St., New York

#### Cyclists' Gates at Grade Crossings.

One of the drawbacks to cycling in England is the "Regulation of Railways Act," which provides that gates guarding railway crossings at grade shall be closed some little time before the actual approach of a train. As a result of this the tourist in a portion of the country which is an especially popular ground for railway enter prises, finds himself obliged to submit to frequent delays of no mean duration. This is particularly true in some sections, where the gates are invariably kept closed except when the driver of some vehicle desires to effect a crossing when, if it happens not to be near train time, the barrier is removed temporarily. A new type of level crossing



side gate which has recently been adopted by the Great Western railway, however, bids fair to eliminate all such delays on lines under the control of this system, and in a fashion which is typically British.

As the accompanying diagram shows, a miniature cul-de-sac is constructed on either side of the track by erecting suitable fences, and a gate is provided, which serves to cut off entrance to the crossing or to the highway, according to the position in which it stands. The cyclist approaching the crossing when the gates are closed is permitted to enter one of these little coops by swinging open the gate and backing his machine into it. It is then possible to swing the gate the other way, thus shutting him off from the highway, and opening his way to the crossing. On the other side of the rails, the same process must be gone through in reverse operation, the second swing of the second little gate permitting the cyclist to wheel his mount out onto the road and ride away, though this device requires a good deal of work and manoeuvering it saves a long wait. Under ordinary circumstances, this arrangement involves a saving of five or ten minutes except when a train is close at hand, when the offices of the gate tender preclude all traffic until the crossing is absolutely clear.

#### To Lighten Rhode Islanders' Burden.

As the Rhode Island automobile law is due for an overhauling, the F. A. M. has siezed the opportunity, if not to obtain exemption for motorcyclists, then to endeavor to secure a reduction in the amount of the registration fee and the size of the tags required of them by the existing law. Vice-President Suddard, of the Eastern District. has the matter in hand.

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#### BETTER ROADS FOR NEW YORK

Measure for Complete Revision of the Highway Law Before the Legislature—State
Highway Department Proposed.

New York State with its vast interests and immense financial resources is at last to take definite and intelligent action to the end that good highways will be constructed where mud roads are now the surfaces to be traveled by vehicles going from one town or city to another.

While the condition of the highways has long been a disgrace to the Empire State, little has been accomplished in the past, owing chiefly to the fact that too many and varied duties have been imposed upon the State engineer who was required to lend attention to highways, canals, etc. The recommendations of a committee that a separate department be organized to care for road building gives promise at last of definite and desirable results.

The joint committee of the New York State senate and assembly appointed last year to investigate the administration of the good roads construction work made their report last week. Their main recommendation relates to the establishment of a good roads construction department to be known as the Department of Highways and to consist of three commissioners to be appointed by the governor.

The bill to be presented in the legislature as a result of this committee's recommendations will, if passed, be ordered to take effect January 1, 1909, as it is purposed that the State engineer who now is in office shall continue his control of the good roads construction until his term expires; but as the good roads movement has assumed tremendous proportions, a separate State department to supervise it should be organized, as is done in other states.

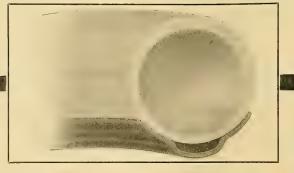
As the amount to be expended is about \$50,000,000, the control of this department in intelligent hands will result in a comprehensive plan of roadway construction that will differ from the efforts of the past where too frequently numerous little patches were improved where continuous good roads should have been built.

The committee has compiled a complete revision of the highway law for introduction in the Legislature, in which it is provided that the proposed State highway commissioners "may establish not to exceed six divisions and in charge of each of the divisions there shall be a division engineer," and further, "that the present county engineers shall be continued under the title of county superintendents; that any other county may provide, by appropriate action of its Board of Supervisors, for a county superintendent; that the State commission shall form the territory of adjacent counties which do not provide themselves with a county superintendent into districts and

appoint a district superintendent, but no district superintendent shall have more than 5,000 of total mileage under his supervision. That the present local highway commissioners shall continue in office until the November succeeding the creation of the department, and that meanwhile a similar officer, to be known as a town superintendent, shall be elected at the regular town meeting and that the fiscal year shall end October 31."

The committee makes a radical departure by providing that roads in counties which go to make up what it calls "through State roads" shall be improved at the entire expense of the State. The committee has laid out 3,320 miles of through roads, of which total mileage 590 miles of roads already have been improved or are under contract. At present the State pays but 50 per cent. of the cost of good roads construction.

The bill introduced by Senator Allds and Assemblyman Merritt to carry out the recommendations of the Highway Committee establishes the term of office of the three Highway Commissioners at two, four and six years, the chairman to receive a salary of \$6,000 and the two other Commissioners a salary of \$5,000 each. A first and second deputy and a secretary are also provided for at a salary of \$3,500 each. The good road improvement plan adopted by the committee is one worked out by Senator Percy Hooker of Genesee.



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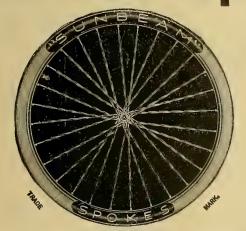
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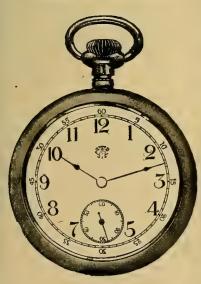
The Spokes are of Standard quality and the effect of the sunlight glistening on them, or of the mere revolution of the wheel itself is an effect that will attract attention and make bicycles talked about.

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Solar Bicycle Lamps have been giving more than satisfactory service for over twelve years. They will not jar out. They "show the way" for more than one

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# EVERY DEALER HAS HEARD IT-

#### It runs something like this:

The manufacturer—his traveler—his catalog—his advertisement, each and all, and many of them, have again and again repeated the claim—the assertion, or whatever they may call it. The language may differ, but its tenor is the same.

### TO TEST ITS TRUTH

Too often such claims are empty. They are made up mainly of words, warm breath and black ink. But there's a way of telling the false and the true—a way of finding out if words are empty, or if they mean what they say. There is no question about the quality of the Persons saddle—there never was—there never will be, and

# THERE'S NOT A SQUARE MAN IN THE TRADE

who does not know it, or who will not admit it. For objects of his own he may quibble or "talk in circles," but that the Persons is the very pinnacle of saddle construction they all know and know only too well. The very saddle almost speaks for itself.

The point is right here; when a bicycle maker or his spokesman asserts the highgradeness of his product—when he asserts that in its construction and equipment no expense or effort is spared—when these claims are made, let the dealer test their truth: let him stipulate that Persons saddles be fitted to the bicycles he orders.

If they are given him without quibble, the dealer may be sure that the claims are true. If, instead, there is a quibble or refusal, the moral is plain.

The Persons saddle is made without regard to cost. Quality is placed above price. The bicycle manufacturer who does likewise cannot refuse the saddle when it is specified.

### PUT HIM TO THE TEST

Meanwhile we invite your inquiry.

THE PERSONS MFG. CO., Worcester, Mass.

#### The Week's Patents.

876,582. Inlet Valve Mechanism for Explosion Engines. William Ottaway, Aurora, Ill., assignor to Aurora Automatic Machinery Company, Aurora, Ill., a Corporation of Illinois. Filed March 7, 1906. Serial No. 304,725.

1. In an explosive engine, the combination with the cylinder thereof provided with a valve opening and with an annular casing seat surrounding said opening, of a valve casing or shell having at its inner end an annular bearing surface fitting said casing seat, and an opening at its outer end, and clamping means embracing a clamping member which is connected with the cylinder inside of the said casing, and a nut having screw threaded engagement with said clamping member and which bears against the outer end of the said shell or casing to clamp the same against said casing seat.

877,130. Igniter. George J. Schultz, New York, N. Y., assignor to Benjamin Briscoe, Tarrytown, N. Y. Filed Jan. 24, 1907. Serial No. 353,770.

1. The combination with a casing in the form of a bushing for entering into an ignition chamber, a sparking point, a body of insulating material carrying said sparking point and of smaller radius than the radius of the inner wall of the casing, a plate of translucent material carried by said insulating material, and means for clamping said plate against the casing for affording a translucent closure for the space between the insulation and the casing.

877,820. Bicycle Attachment. Benjamin M. Badger, Dillon, S. C. Filed March 19, 1907. Serial No. 363,260.

1. The combination of a sprocket wheel, a guard plate alongside the same and provided with radially elongated slots and clips having head-like portions provided with notches receiving the sprocket wheel and also having outwardly projecting bolt-like shanks extending through the radial slots in the guard plate, and nuts on said shanks for securing the same in connection with the guard plate, substantially as set forth.





Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

DOW WIRE AND IRON WORKS, Louisville, Ky.

## "A Good Thing and a Ready Seller"



PROVIDENCE, R. I., Jan. 28, 1908

THE BICYCLING WORLD CO., 154 Nassau Street, NEW YORK.

DEAR SIRS:-

Please send me at once two dozen copies of Care and Repair of Motorcycles. I sold the first copy tifteen minutes after its receipt. I am sure the book will prove a good thing and a ready seller as during the last two years I have had lots of inquiries for something of the sort.

B. A. SWENSON.

Should be in the hands of every repairman and rider.

64 pages, chockful of useful advice and suggestion. Coated paper; linen cover.

THE BICYCLING WORLD CO. 154 Nassau Street, NEW YORK

Volume LVI.

New York, U. S. A., Saturday, February 15, 1908

No. 21

#### POPE MAKING RAPID PROORESS

Receivers Expect Soon to Declare a Dividend—Imperial Plant Sold—Other
Factories Full of Business.

There is every prospect that Receivers Pope and Yule, of the Pope Mfg. Co., will be able to declare a substantial dividend on or about April 1st. They have just closed a deal with a Chicago broker for the sale of the former Imperial bicycle plant in Chicago, for \$100,000, a substantial part of which already has been paid, and options also have been given on other idle plants belonging to the Pope Mfg. Co., all of which it is expected will be taken up in the near future.

The affairs of the company are in a most prosperous condition. The Hartford automobile plant is working full time and has had an average pay roll of more than \$12,000 per week for the past four months, and both of the Pope bicycle factories also are in full blast and are fuller of orders than at this time last year.

The receivers have taken advantage of cash discounts on all merchandise contracted for, and last week every account due was paid.

#### Diamond Adds Two New Tires.

Two new tires are added to the Diamond Rubber Co.'s line for 1908, which makes the Diamond offering for this year particularly complete. These are the Diamond Thread tire, a very high grade production, and the Diamond Oriental, which meets the demand for a bicycle tire with a red cover. The thread tire is especially adapted for racing and all other fast work. The Oriental is a general purpose product, of highest grade, and of woven fabric construction.

With these additions, there are now eleven brands in the lineup of Diamond tires, including single tube and double tube. All but three are guaranteed tires, the fam-

ous Diamond XX heading the list of the un-guaranteed brands, as it has done for several years. Diamond inner tubes are put up under the usual Highland and Oriole brands and added to the line for 1908 is the Diamond Special.

#### Minneapolis Dealers Elect Officers.

At their annual meeting last week, the Minneapolis Cycle Trade Association elected the following officers: President, S. Stevenson; vice-president, William Edwards; secretary, Guy Webb, and treasurer, E. H. Hammer. The association will make a special feature of watching after the condition of the local cycle paths this year. William Edwards has been designated official representative to keep the city engineer's department posted as to needed improvements,

#### Col. Albert A. Pope Visits New York.

Col. Albert A. Pope, the state of whose health for some time had caused grave concern, gave his friends an agreeable surprise by visiting New York last week. While he showed the effects of his illness, the fact that he is again able to be up and doing indicated that he still is possessed of the iron will which accomplished so much for the cycle industry.

#### Bell Makers Involved in Failure.

The N. N. Hill Brass Co. and the Gong Bell Mfg. Co., both of East Hampton, Conn., were included in the failure of the big Hardware and Woodenware Mfg. Co., of which they were units. The East Hampton concerns were related to the bicycle industry in that they produced bicycle bells among other things.

#### Fields Advanced to Vice-Presidency.

Harry E. Fields, sales manager of the Hartford Rubber Works Co., has received the reward of good work in the shape of election to the vice-presidency of the company. His advancement carries with it removal to New York City, where his head-quarters will be established.

#### HENDEE OPENS CHICAGO BRANCH

First of Its Kind and Well Located in Automobile District—Old Bicycle Man is Made Manager.

With an eye to the future, the Hendee Mfg. Co. has established a branch depor at 1251 Michigan avenue, Chicago. 'The decision so to do was reached during the Chicago automobile show in December last. and plans which since have been maturing have been fully completed and the branch is now in being. It comprises a two story building, 35 by 125 feet, located directly opposite the New Southern Hotel and in the heart of the automobile district. The store is handsomely furnished and will compare favorably with any of the automobile establishments that are clustered in the vicinity. The branch will, of course carry a complete line of Indian motorcycles and parts, its ample proportions permitting of the storage of a stock sufficient quickly to meet all demands.

The manager of this Hendee branch—which is notable as being the first of its kind—is John T. Fisher, who was a cycle racing man of note and well acquainted with the bicycle industry, but who during recent years was in charge of the American Mercedes automobile branch in Chicago Fisher is chockful of energy and has entered into his new duties with enthusiasm.

The immediate purpose of the branch is to care for the trade in Chicago; the secondary consideration is that ultimately it will be made the Indian distributing depot for the South and Middle West, thus assuring prompt deliveries and lessened railroad charges to dealers in that part of the country.

The establishment of the branch will not, however, interfere with the Indian agencies existing on the north, sourth and west sides of Chicago. They will be continued as heretofore.

#### **ADVANTAGES OF DEPRESSION**

Rockwell Explains How and Why His Factory is Kept Working Overtime—Customers in Listening Mood.

The fact that the plant of the New Departure Mfg. Co. in Bristol, Conn., has been working some 600 men 13 hours per day, while certain departments have been operating 23 hours daily, has caused so much remark in the State where half time obtains in many other industries, that a reporter last week sought out A. F. Rockwell, president of the company, and asked him how he did it. Mr. Rockwell's reply was both interesting and instructive.

"It must be remembered that three-fifths of our trade is with Canada and foreign countries," he said. "Generally when there is a depression in one country some other one is enjoying prosperity and a general average is struck, but this is not true of the present depression, for it has extended to other countries as well as our own, but, perhaps, not to so great an extent.

"Our policy, when business is dull, is to push the hardest. Contrary to the general notion, our traveling representatives receive better attention in dull times than good, for the customer has more leisure to listen, and an attractive proposition, something that will stimulate his trade, is more apt to make an impression. Consequently, unlike some manufacturers who have sat down and are waiting for 'the thing to blow over,' we have made an increased effort this year in our advertising, by sending out a larger number of representatives and preparing several new plans for the disposition of our goods, which appeal to our trade. We have kept everlastingly at it, both in the domestic and larger foreign markets. The trade that we sell to is not in any better condition than that of other lines, but we go out after and get the business. It is gratifying to us that our new plans appeal to the trade, and we are always on the lookout for anything that will prove a stim-

"It must be borne in mind, however, that we spend thousands of dollars yearly in experimental work, and any article placed on the market by us must be proven as to practicability and adaptability before we will offer it. Our plant is much larger than a year ago, but it is too small yet, and we are increasing its capacity almost daily Our business in all markets has been larger this year than ever before."

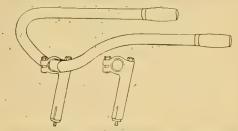
#### No New Partners for Harris.

D. P. Harris was in New York this week. Although his business is here he had been on the road since October and though he said his trade was never better he was not wholly at peace with the world. There was a reason for it. Several weeks

ago he converted his business into the \$200, 000 D. P. Harris Hardware Co. and in reporting the fact the Bicycling World printed the names of the incorporators as filed at Albany. As otten is the case, they were the names of Harris's attorneys. Immediately thereafter he obtained proof that the Bicycling World is well read. On histravels he repeatedly encountered the questron: Who are your new partners? As a result. Harris is anxious that it be made known that he has no new partners. He himself is president of the company, Same Monroe is treasurer, and J. L. Minor secretary. Monroe and Minor both have been associated with Harris for many years.

#### Long Handle Bar for Motorcycles.

Long-handle bars for motorcycles having become the vogue, it follows that the Ideal Plating Co., Boston, Mass., have been prompt to meet the demand. They have been building bars—all of them the quality



article—for 20 years and the "know how" is now second nature.

The illustration shows that the new bar answers the prevailing demand, combined with a firm gripping collar. The stock pattern here illustrated is 24 inches long, has a 3-inch rise and 12-inch grips. The stock employed is % inch diameter, and 14 gauge. The special characteristics of the arrangement are its forged steel stem, which is unusually strong, the use of separate bolts to bind the bar and the expander, and the ex ceptional strength of the head at the point where it grips the bar. It is, in fact, 11/2 inches wide at this point, and its 1/4-inch walls are gripped by a 7-16-inch pinch bolt. The down stem is 3 inches long and is made in either 34, 13-16 or 78 inch diameter. The stem will take any sized bar with a 1-inch collar and can be produced in quantities to take 1, 11/8 and 11/4 inch sizes.

The Ideal company has lately increased its manufacturing facilities in every department, and is thoroughly well equipped to produce bars in every conceivable size, shape and style. Incidentally, they recently have appointed M. A. Bryte, 832 Market street, San Francisco, Cal., to handle their goods on the coast, and Hastings & Anderson, 116 Lake street, Chicago, III., to book orders in the Middle West.

In addition to their butt-end inner tube, the Empire Automobile Co., Trenton, N. J., has brought out a detachable tire for motorcycles. It is of the clincher type, with corrugated tread and is made in 2, 21/4 and 21/2-inch sizes.

#### DEPARTMENT STORE SYMPTOMS

Indications that They Recognize the Demand for Something Better than
Their Jobbing Bicycles.

business had become a staple and settled industry, and that interest in it was being renewed," remarked a man who is prominent in the trade, "they would be settled by the attitude of the large department stores, whose buyers, with an ear to the ground, hear the rumblings and are ever ready to meet demands when they present themselves.

"For several years the larger stores have been content to trail along with a few job-bing wheels, while only here and there could be found one that reatined the agency for a high grade machine. But evidently they think that this year the bicycle is going to be in such demand that it will be worth while to carry a complete line, for I know of several of the most prominent stores that are trying to get the agency for a recognized high grade product. These are the indications that show the belief of men who get big salaries for knowing what the public wants and then knowing how and when to supply it.

"Department stores are the last to take up a thing and the first to drop it when its popularity wanes, and while I don't pretend to explain the reason of their getting ready to come in line at first this time. it may be that the return of the roller skate has exerted its influence, or it may be that the increasing volume of bicycle business of the past three or four years is taken as a symptom of healthy progress, which justifies the prominent merchants in getting the right sort of a line before the territory is secured by other interests."

#### Assists in "Catching" the Pedal.

The Persons Mfg. Co., Worcester, Mass., have added to their line another of small things that serve useful purpose—the Kach Klipx, they call it.

All bicycle riders know the trouble that is usually encountered in trying to turn the pedal so that the toe may be slipped into the toe clip. Generally the foot engages the flat side of the pedal and the slight back ward pressure necessary to roll the pedal into the correct position results in the foot slipping off, often with disagreeable results. The Kach Klipx is designed to correct this tendency without adding either noticeable weight or mechanism to the pedal. It is a simple little contrivance, consisting of a toothed metal plate screwed on to the flat side or back of the pedal where the sole or the shoe will engage it and permit the pedal to be readily rolled by the foot into a position where the toe can be easily slipped into place,

#### SIMPLICITY IN A TIMING DEVICE

Makes Adjustment Easy Even for the Inexperienced—Readily Attached and Occupies Small Space.

Doubtless every motorcyclist has at one time or another wished there were some ready mechanical method of adjusting the timing of his motor so that he might be able to reset his valves or circuit breaker, much as you measure off so many inches with a two-foot rule. To relieve the anxious amateur of the dilemma into which valve setting so frequently plunges him, a London supply dealer has recently placed upon the market a device for adjusting the timing, which renders that operation essentially simple. While primarily intended for use upon large motors, it is equally applicable to those of any sort so long as they are of the common or four-cycle type.

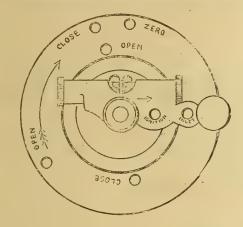
The device itself consists primarily of a small disc which may be clamped temporarily upon the end of the crank shaft or upon any other moving part of the motor which moves in synchronism with it. A short arm is mounted in front of the disc and may be turned about independently of it, but is so arranged that by pushing a pin through one of three holes drilled through it and into corresponding holes in the face of the disc, of which there are several, it may be locked permanently to it. The arm carries a small spirit level which is so arranged that it will indicate accurately when the arm becomes horizontal.

The holes in the face of the disc are arranged with definite regard to the points of opening and closing of the inlet and exhaust valves and the point of maximum retard of the circuit breaker. Thus, when the disc is properly adjusted on the crank shaft of the motor, all that is necessary is to place the locking pin of the arm in the hole corresponding to the operation which it is desired to adjust and turn over the crank shaft until the air bubble in the spirit level comes into the center of the glass. The piston is then adjusted at the proper point and by observing whether the proper valve is just opening or closing, as the case may be, or whether the ignitor points are just commencing to separate, the operation is completed. This at once obviates the necessity of measuring the travel of the piston, and affords an absolute adjustment of the timing with only one exact setting of the piston.

As will be seen from an examination of the accompanying illustration, the construction of the device is simple in the extreme. There are three rows of holes in as many circles inscribed on the face of the disc. The outer row has three hole, one marked "zero," and used for obtaining the first setting of the disc upon the crank shaft, and the other two corresponding to the points of opening and closure of the

exhaust valve. The second circumference has but two holes, corresponding to the opening and closing points of the inlet valves, while the inner circle has two holes, one of which is employed in setting the ignitor where the ordinary jump spark is employed, and the other, when the high tension magneto is used.

In using the arrangement it is first required that the piston be set accurately at the upper end of its stroke, which may be done by dropping a rod or spoke wire through the spark plug or pet cock opening in the cylinder head. The disc is next clamped to the shaft, fly wheel, or other convenient part of the motor, and the locking pin is placed in the hole marked "zero"



in the outer row of holes. The entire device is then rotated until the spirit level balances, and is firmly-clamped in position. Supposing it is required to time the exhaust valve, the arm is next turned around on the disc until the locking pin slips into the hole marked "open" and the crank shaft is turned over until the level again balances. If the valve and cam mechanism of the motor is correctly adjusted, it will be observed that the exhaust valve is just commencing to open at this time. Pulling the locking pin again and moving the arm around until the pin will drop into the hole marked "close," and again turning over the crank shaft until the level balances, gives the exact point where the exhaust valve is fully closed. In a similar way the setting of the inlet valve, if of the mechanically operated type, and the circuit breaker may be carried out.

Evidently the setting of the valves, obtainable in this way applies only to one system of timing, and while, according to the inventor it is suited for all motors; such might not prove to be the case in every instance. On this account the inventor has provided a second disc, like the first, ex cept that in place of the three circles through which the holes are punched, one side is inscribed with the 360 degrees of the circle, while the other is graudated in percentages of the stroke. By applying the arm to the second disc, which is clamped to the end of the shaft exactly as the other is placed, it is possible to adjust the timing in terms of percentages of piston travel, or degrees of orank movement, exactly as laid down by the designer of the motor. Also where a twin motor is used it is possible to determine exactly whether both cylinders are receiving the same amounts of gas, or are being ignited properly.

So rarely is it required to set the valves or igniter of the motor from a perfectly "blind start," that is to say, with absolutely no guide to assist in the operation, that the requirement of such a device as this is comparatively rare for the ordinary rider. In case of the repairman, however, or the engine adjuster in a factory, where a large number of motors must be timed as rapidly as possible, it is evident that such an arrangement should be of very great utility.

#### Grounding the Plug Wire.

When for any reason it is necessary to switch on the ignition current while the plug wire is disconnected, care should be taken to see that the end of the wire is firmly "grounded" against the cylinder or some unpainted portion of the machine so that the high tension current will have opportunity to flow through a good closed circuit. If the wire is so placed that the circuit is practically open, there is great danger of breaking down the insulation between the windings of the coil, and ruining it. Pulling the wire entirely away from the plug while the current is flowing through it is the worst treatment which can be given the coil short of tearing it to pieces.

#### Logue Launches a Guessing Contest.

While "guessing contests" are almost "as old as the hills," W. H. Logue, the Baltimore dealer, has brought to bear a contest of that sort that cannot well fail to make bicycles talked about. He is offering a \$25 bicycle to the boy or girl who guesses nearest to the number of pieces contained in a bicycle. There is no limit to the number of guesses that may be made. Thousands of cards heralding the offer have been distributed where they will do the most good.

#### Terre Haute Dealers Plan Active Season

The Bicycle Dealers' Association of Terre Haute, Ind., is full of plans to stimulate a revival of interest in cycling in Terre Haute during the coming season. With this end in mind the dealers will hold a lantern parade during April, which will be the first of many interesting affairs of the sort to follow. The association recently elected J. E. Sayre president, and J. Fred Probst secretary-treasurer.

#### Cash Prizes for Motorcycle Dealers.

H. H. Thorp & Co., sales agents for the Armac motorcycles, have inaugurated a thousand dollar cash prize contest as a means of accelerating the efforts of Armac agents. The money will be divided into seven parcels, \$400, \$200, \$150, \$100, \$75, \$50 and \$25, which amounts will be awarded to the seven agents who first report the sale of ten machines.







BUILT AND TESTED IN THE MOUNTAINS.

## The Modern Motorcycle

First to adopt mechanical inlet valves and all other of the most desirable improvements. Let us tell you about them.

---- IN OUR -

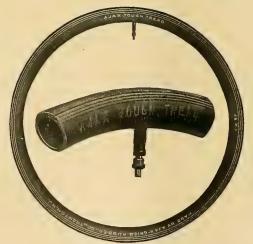
## Reading Standard Bicycles

we present the most complete line ever offered to dealers or the public—standard diamond frames, two types of truss frame, large sprocket models. Not many orders can get past the up-to-the-minute Reading Standard Agent.

Reading Standard Company,

Reading, Pa.

## The Dealer or the Rider



who has not made the acquaintance of

## Ajax Tires

has "something coming to him." If he is wise he will seek an introduction. For nowhere will he find a better friend than the Ajax.

Ajax-Grieb Rubber Company, 57th Street and New York City

Factories: TRENTON, N. J.



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ATCHARGE OF AUDICATION OF THE AUD

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, FEBRUARY 15, 1908.

"I do not see how I ever got along without the Bicycling World and Motorcycle Review before I became a subscriber. 1 often had heard of the paper but had no idea it was such a valuable one."-H. E. Schneitter, Warrensburg, Mo.

#### The Theft of a Man's Name.

Racing under a false name is in itself a despicable offense, suggestive of crookedness. When the name that is stolen happens to be that of a man conspicuous in the same sport, the despicability cannot descend to much greater depths, for no man's name or reputation then is safe.

The miserable theft of Gus Lawson's name and the consequent audacious fake perpetrated on the Kansas City public during Jack Prince's six day race, should be probed to the bottom and for the sake of their own decency and their own names, the professional racing men should assist the probing. If it is easy to palm off on an unsuspecting public a man named Hunter as Gus Lawson, it will be as easy for some one else to masquerade as Kramer, Iver Lawson, Fogler, Bardgett or MacLean, and cause them trouble and embarrassment.

If Jack Prince is guilty-and the evidence points strongly that way-he should be brought up with a short turn, even if he has a racing circuit in prospect. Better no sport at all than unclean sport and deception of the public and a revival of the Prince practices. In probing the case the referee of the Kansas City meet should be required to explain how or why he countenanced the "Lawson" fake; for referees are supposed to be the shields that thwart and turn aside crookedness.

It is a great pity that a man of Prince's energy cannot resist such inclinations which served him so badly in earlier years.

#### Scope of the "Bicycle Idea."

It is by no means a new idea that the bicycle was the genesis of all that is truly modern in modes of transportation. The railroad and the steamship with their indomitable commercial strength antedate the bicycle and its logical succession of marvelous inventions; but in the automobile with its huge popularity, in the budding realization of the "heavier than air" flying machine, and also, in another of science's prodigious anticipations, the mono-railroad, are to be discerned the direct influence of the "bicycle idea," and bicycle methods. Nor should the fact be overlooked that in the realm of manufactures, as well, the same influence is felt in processes now current, which owe their introduction largely to the rapid production methods born in the days of huge cycle outputs.

The lucid explanation of the gyroscopic mono-rail scheme of the intrepid Brennan, given in F. W. Weston's paper, reproduced elsewhere in this issue, with its tribute to the bicycle cause, brings out the thought with new force and meaning. With his years of intimacy with bicycle enthusiasts of the old and never-to-be-forgotten ilk, his traditions, and his enthusiasm. "Papa" Westton's utterances always are certain of respectful attention. And the very force of his references to it, focuses attention on that intangible, almost "wildcat" proposal which has fired the world, even as it emphasizes that its basic principle is that of the bicycle. We may not have faith in the gyroscopic railroad or bicycle, nor even in the mono-rail train which depends on outward support for its balance. But we must admit the rationality and success of their prototype, and recall the prophecies of our ancestors who were certain that single track transportation was as unreal and impossible of accomplishment as aerial flight.

It is hard to realize the almost illimitable scope of this queer idea, so foreign it seems to the conservative principles of old-time physics. But it is even more difficult to appreciate the importance of the developments which have come through the life of its first child, the bicycle. The early bicycle makers were pioneers in engineering, in modern industrialism and in business. Ball bearings and tubular framework, suspension wheels, and pneumatic tires, interchangeable parts and rapid production, advertising and selling systems, all are traceable to the growth of cycling and to the pregnant era during which its growth took place. In their later adaptations they are but high bred, transplanted growths.

The world owes more to the bicycle idea than is commonly realized, and its acknowledgment cannot be too profoundly given.

#### Concerning "Eye-Catching" Features.

While it may seem a far cry to assert that such a necessary but commonplace component part of a bicycle as the spokes may serve to attract attention to bicycles and cause them to be talked about, the suggestion is not so unworthy as may appear at first blush.

If "the man in the street" can be made to take such notice as will excite curiosity or inquiry, or cause comment, a distinct advantage is gained and it is this purpose which may be served by so simple a thing as a distinctive spoke. While the spoke is here used merely for the purpose of illustration, any other distinctive feature that will catch the eye will serve the same purpose.

Of course, all high grade bicycles have their "features," but they must be sought for and pointed out. They are not "eyecatchers" in the full sense of the word. It is only the "eye-catcher" that will attract the notice of the man in the street and provoke comment. The idea is one that an enterprising manufacturer may turn to real profit. As means of advertising it is full of possibilities and the beauty of it is that in advertising a particular brand it calls attention to bicycles generally.

"Enclosed please find money order for \$2 for which kindly place to my credit one year's subscription for the Bicycling World, after my present subscription runs out. I do this as I don't want to take any chances of missing an issue."-George P. Petersen, San Francisco.

#### CORRESPONDENCE

#### About Sprockets and Chains.

Editor of the Bicycling World:

Under date December 28 last, in the Bicycling World I stated among other things that I would like to have some riders discuss the coaster brake and tire question,, and since that time I have been much interested in reading the expressions of opinions that have resulted. Under date February 8th, I think B. C. B. and An Interested Reader, made a good, strong argument against Mr. Burgess in regard to the old style tire brake, but I agree with Mr. Burgess that a brake applied to the periphery of a wheel is more effective than one applied at or near the hub; but I strongly object to the tire brake as it wears out the tire and plays havoc with repaired punctures.

I suggest that some of our riders now take up the sprocket and chain questions. I believe in biplane sprockets having a shoulder on each side of the teeth to accommodate the side plates of the chain and to prevent the chain from wobbling and climbing. I also believe in large sprockets, as they make a wheel easier to propel and save wear on the chain rivets. I think 26 tooth to 30 tooth sprockets large enough, and I find a 40 tooth sprocket is almost too heavy and too large to look neat; but I must say it, made my wheel run easily. I have tried all gears from 48 to 160, and find 26x9 (80 8-9 gear) the most satisfactory for general riding, taking all roads as they come.

I find the roller chain "all to the good," and am using a No. 61 Diamond roller chain 1/8 inch wide. I believe a 1/8-inch chain made like the Morse twin roller or the Diamond roller will last just as long as a 1/4inch block link chain, as the rivets in the roller chains named are as long as in the 1/4-inch block link chain, so with the same amount of wearing surface, I believe the 1/8 roller chains will last just as long as the heavy 1/4 block chain and look lighter and neater. I notice that the manufacturers of the Racycle believe in large biplane sprockets and 1/8-inch chains. I also notice that the manufacturers of the Morse chain do not think that large sprockets are necessary for their chains, but they admit that such sprockets relieve the chain of some strain, and thereby lengthens its life.

After buying both single and double tube tires I can say that I prefer the G & J Indianapolis brand, 13% heavy tread, for general riding. I have ridden over 15,000 miles on G & J tires, and if any of the readers of this paper would like to hear my reasons for preferring this type of tire, say the word and I will do the rest.

FRANK ALBURGER, Bustleton, Pa.

#### Wants Aid in Choice of Motorcycle.

Editor of the Bicycling World:

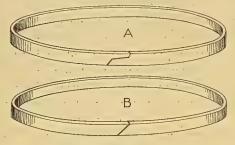
Enclosed find 25 cents for which please send me a copy of Care and Repair of Mo-

torcycles. Do you ever hear much of the Wagner' motorcycle, which is the kind I am thinking of buying, and what is your opinion of it, also of the Harley-Davidson?

RALPH HAAS, Houghton, Mich.
[It is contrary to the Bicycling World's policy to choose between machines.]

#### Suggests Improvement of Piston Rings. Editor of the Bicycling World:

I should think motorcycle manufacturers would use the best practice in fitting rings in the piston. I have had occasion several times to take out old rings that were good except that they were worn enough to let them spread a little. When I put in new rings I cut them so they lap by halves, as shown at a, in the accompanying figure. When they wear and spread it still leaves an air-tight joint, and I have never had to



replace a ring so cut. The ordinary practice is to cut them straight across, as at b, so that as soon as they wear the least bit the joint spreads apart and is not compression tight. I would like to see you get after the right people on this matter.

W. L. RAMER, Red Bluff, Cal.

#### Why One Rider Uses a Tire Brake.

Editor of the Bicycling World:

While observation proves that coaster brakes of the hub type are giving almost entire satisfaction, there is no denying that the correct principle is to apply the braking action on or near the tire of the wheel, as W. H. Burgess so clearly pointed out in the Bicycling World of the 1st inst.

Like Mr. Burgess, I did not like the hub type of the brake from the very beginning, merely from a mechanical point of view; nevertheless, when I adopted the coaster brake, I used one of the regular hub brake type for several months, riding it about 1,000 miles in that period. Now the riding territory of St. Louis is such as to subject a brake to the severest tests, particularly if a rider is very cautious and keeps his machine under perfect control on the steepest of the grades. I find that with the coaster brake the braking action was often very jerky, particularly after my muscles became tired from a long application of the brake. I then put a hand brake on the front wheel of the rubber shod spoon pattern, and have used that continuously for the last five seasons. I still have the hub brake on the rear, but never use it. I find the front tire brake is much easier and more gradual in its action and, as only a slight pressure is ordinarily required on the brake

#### COMING EVENTS

February 17-22, Boston, Mass.—Four hours a day six day race.

February 22, Los Angeles, Cal.—Motorcy cle race meet at Agricultural Park track.

February 29, New York City—Two mile open handicap at Twenty-second Regiment armory.

February 20-March 7, New York City—Champion amateur and professional meet at Sportsmen's show in Madison Square Garden, under auspices Tiger Wheelmen.

March 21, New York City—Tiger Wheelmen's annual championship home-trainer meet.

March 28, New York City—Century Road Club of America's annual dinner at Terrace Garden.

lever, the muscles of the hand and arm do not become fatigued.

I have never noticed that the steering is materially affected, even in descending very steep hills covered with loose gravel or stones. Mr. Burgess presents a strong argument to prove that the wear on tire and brake spoon is insignificant and my experience proves his argument absolutely correct. My front tires have never in the least shown any injury from the brake and give mileage of 3,000 to 4,000 miles, which is as much as I have ever gotten out of a tire in my 15 years of riding. The rubber of the brake shoe needs replacing about every 1,500 miles, and when cycling in the vicinity of New York City several seasons ago I had to renew the brake shoes after about 800 miles, proving that the sand resulting from the disintegration of the materials used on eastern roads is much sharper than the gravel and limestone in the neighborhood of St. Louis, and also substantiating Mr. Burgess's argument that the action of the tire and road particles upon a brake shoe is not unlike the action of sandpaper

Quite a number of tire brakes are now being used by St. Louis cyclists, and as far as I have been able to observe, the results have been uniformly satisfactory.

THE MISSOURI KICKER.

#### Burgess Replies to His Critics.

Editor of the Bicycling World:

In answering the friendly criticism of my stand regarding a tire coaster brake published in your last issue, would say that B. C. B. misunderstands my postion if he thinks I am anxious to dispose of brakes of this type. For his information I will say, I have no trouble in disposing of these brakes and only brought up the subject hoping some enterprising manufacturer might continue to make a brake of this nature.

From his remarks, I judge he is laboring under a misapprehension that I alluded

(Continued on Page 712.)

#### CENTURY AND MILEAGE HONORS -

E. G. Grupe and Hedden First in the Two C. R. C. of A. Competitions-Paulson Leads the C. R. C. A. Riders.

Honors were easier gained in the annual century-mileage competition for 1907 of the Century Road Club Association than they were in the two contests promoted by the Century Road Club of America, according to the annual reports of the chairmen of the roads record committees of the respective organizations. Brooklyn riders captured the awards in each contest.

Ernest G. Grupe won the century honors and J. W. Hedden, the mileage compe tition of the Century Road Club of Amer-

J. F. PAULSON

ica, while J. F. Paulson secured the distinction of making the most number of points in the combination century-mileage contest as conducted by the Century Road Club Association.

That century and mileage riding is more to the liking of members of the Americas than to those of the Association is disclosed in the reports. Grupe pedaled 72 single centuries during the year, while Paulson made only 13. Hedden's mileage was 15,891, while Paulson covered only 4.708 miles.

In the century competition there was considerable rivalry between the Grupe brothers-Ernest G., and Harold E .- and it was a surprise to learn that the former had defeated his brother by just two centuries, as Ernest's correspondence and frequent trips to Woodhaven, N. Y., did not leave him much time for century riding. J. W. Hedden, who finished third, ing the year, 436. rolled up 59 centuries.

...J.-W: Heddon, who won the mileage com- triple; 2-doubles; F.-I.: Perreault, 3 doubles; petition of the Americas, was never in danger of being overtaken by any of the other riders. During the past year, he covered 15,891 miles, 5,000 miles more than were ridden by Joseph Noe, of Jersey City, who was second. Hedden is 48 years young and only began to ride a bicycle, eight years ago. The remarkable part of his performance is that during the past year he did not



ERNEST G. GRUPE

miss one hour from his work, something that few riders who have won competitions of this sort can say. Riding his bicycle to and from work, aided him in piling up a great number of miles, besides saving many dollars in car fares. Hedden states that a mistake has been made in his centuries, as he made two doubles during the year, which should make his total to 60. Sixth on the list is that "grand old grinder," Thomas W. Davis, who, despite his 82 years, rolled up a total of 5,205 miles.

The list of those who reported three or more centuries in the Americas' competi-

tion is as follows:	
	7:4
	72
- J. III	59
4 Joe Noe, Jersey City, N. J	52
5 W. L. Cummings, Brooklyn, N. Y	38
6 F. I. Perreault, Malden, Mass	28
	23
	17
9 A. H. Seeley, New York City.	10
9 Andrew Claussen, Chicago, Ili	10
10 F. S. Floyd, Winthrop, Mass	8
10 F. H. Peterson, Newark, N. J	8
11 Henry Kest, New York City	6
	6
11 H. B. Hall, Brooklyn, N. Y.	-
12 H. H. Hintze, New York City	4
13 Harry Early, Bayonne, N. J	3
13 A. Manzolillo, Hicksville, N., Y	.3
13 F. I. Blecha: New York City	-3

Total number of centuries reported dur-

Multiple Centuries-W. L. Cummings, 1

Joe Noe, 3 doubles; H. E. Grupe, 3 doubles; A. H. Seeley, 1 double; J. W. Hedden, 1 double; E. G. Grupe, 1 double.

The result of the mileage competition is as follows:

1 J. W. Hedden, Brooklyn15,891
2 Joe Noe, Jersey City, N. J 9,590
3 E. G. Grupe, Brooklyn, N. Y 8,765
4 H. E. Grupe, Brooklyn, N. Y 8,248
5 F. I. Perreault, Malden, Mass 5,261
6 T. W. Davis, Peoria, Ill 5,205
7 A. H. Seeley, New York City 4,570
8 F. E. Mommer, New York City 3,780
9 F. H. Peterson, Newark, N. J 3 513
10 N. O. Tarbell, Lake Geneva, Wis 1,671
11 Henry Kest, New York City 1,594
12 H. H. Wheeler, Pomona, Cal 1,512
The total number of miles ridden during
the year was 70,611.

The Century Road Club Association conducts its annual competition along some-



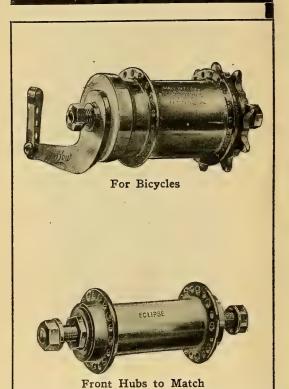
J. W. HEDDEN

what different lines than does the Century Road Club of America. It is counted as one contest, each rider receiving one point for each mile reported, with an additional one hundred points for every century ridden under the rules. J. F. Paulson, of Brooklyn, won on the points, although he did not cover as many centuries as did J. E. Fee, who finished second. Paulson's mileage was 4,708, with 13 single centuries, while Fee rode 2,807 miles, including 13, single centuries, two doubles and one triple century.

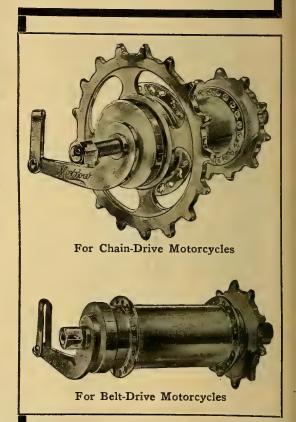
The score of the leaders in the Century Road Club Association's competition

Road Club Association's	compeniion,	TOI-
lows:		1
1 J. F. Paulson 13	4,708	5,008
2 J. E. Fee 20	2,807	4,807
3 E. States 24	2,400	4,800
J. A. Olsen 24	2,400	4,800
4 J. B. Hawkins 6		4,411:
5 M. S. Walters 1	3,500	3,600
6 W. F. Jacobs 0	1,609	1,609
7 Sylvain Segal 7		1,400
8 Henry Heldman 2 9 Emil Samuels 1	1-152	352
9 Emil Samuels 1	919	1,019

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#### "GUS LAWSON" WAS JIMMY HUNTER

Audacious Fake Perpetrated at Kansas City
Meet—Jack Prince's Dealings with
Senhouse and the Motorcyclists.

Kansas City air evidently had a peculiar effect on Jack Prince. As a result, when next he visits that part of Missouri he may find lacking the cordial reception accorded him on the occasion of the recent six day race held there under his management. It is also quite probable that as the outgrowth of his doings, he will be called on by both the National Cycling Association and the Federation of American Motorcyclists to show cause why he should not be laid on the shelf for an extended period.

In the six day race itself, Prince permitted Fred Senhouse, a professional, who is in bad standing in Australia, to start, despite the fact that Chairman Kelsey of the N. C. A., wired him several days before the race that the Australian was ineligible. Senhouse had been riding an hour when the referee was handed Kelsey's telegram. The referee promptly ordered him out of the race. Prince, it is said, explained that the telegram had been "delayed." Other sources allege that the "delay" was due to Prince's contract, which required that seven teams start. As no substitute for Senhouse was available, the delay of a message even for an hour, enabled the promoter to live up to his contract! It is possible that the N. C. A. may undertake to prove the hour of delivery to Prince.

If Prince played fast and loose with Kelsey, he was party to a bald fake and more offensive misdealing with the Kansas City public and the local motorcyclists, to say nothing of abetting in the filching of Gus Lawson's name. For probably no one was more surprised to learn that he had competed at Kansas City than Lawson himself, who now is in Europe pacing Walthour. As a matter of fact, Lawson was not in Kansas City. The man who impersonated him and who competed against Walter Lindle, Kansas City's crack amateur motorcyclist, proves to have been Jimmy Hunter, the Newark (N. J.) professional.

According to unquestionable sources, Prince had let it be known that Gus Lawson. Turville and White would be present to race on motorcycles during the six day eight hour a day contest. None of them appeared, and accordingly Jimmy Hunter was pressed into service. He was introduced as "Gus Lawson" and the newspapers credited his performances to Lawson. The truth did not come out until the news that the F. A. M. would transfer Lindle to the professional class reached Kansas City. Hunter, who remained there, was then hunted up and exposed by the newspapers as a "ringer." Hunter, however, says he never claimed to be Gus Lawson-that he did not introduce himself under that name

and directly puts the fake up to Prince.

Lindle and his friends assert earnestly that they supposed Hunter was an amateur. They had never heard of him before and Prince not only did not assist in addingto their wisdom, but in subtle fashion he inveigled Lindle into the race against the Newark professional.

Immediately after the Kansas City race, Prince came to New York, where unexpectedly he met President Betts, of the Federation of American Motorcyclists, who promptly took him to task for permitting the unsanctioned Lindle-"Lawson" and other races. The veteran promoter was plainly uncomfortable and fairly welled up with words. He was full of apologies and of expressions of his desire to live up to any and all rules and regulations. Although President Martin, of the Kansas City Motorcycle Club, is a staunch F. A. M. member, and Lindle himself is on the roll, Prince declared that they never heard of the F, A. M., or its rules "out there"-and he said it as if he expected Betts to believe it. With tears in his throat, he related the great trouble he had had early in the week in keeping a "lot of boys on motorcycles" from riding on the track, and how finally they were permitted to race when he was not looking. or while he was absent, although he did admit that later in the week, when he saw that they could negotiate the track, he countenanced their racing. But he was in deep distress because one of the "boys" ran off the track and broke his wrist, and a suit for damages by the boy's parents was in prospect. He first said the boy had charged into the spectators, but later modified this part of the statement. He couldn't just recall the boy's name, and indeed the subject seemed so painful that Prince dropped it as soon as possible. There were witnesses present while he was spinning these yarns.

Despite Prince's "regrets," reports from Kansas City say that no motorcyclist broke his wrist or any other bone, and that far from trying to prevent the motorcyclists from racing on the track, Prince actually solicited their co-operation and conferred with the club officials for the purpose. Although the latter know all about the F. A. M. rules, they did not apply for sanctions. as the riders all were amateurs and club members and the races were considered closed club events, for which sanctions are not required, which is, of course, the case. It was Prince's subtle flattery of Lindle, who won all these closed races, that induced the latter to meet "Lawson" Hunter.

The whole affair smacks strongly of the methods which caused Prince to be viewed askant in the early days of cycling and which it was supposed he had put forever behind him.

Officers have been elected by the Aurora (III.) Motorcycle Club as follows: President, Vern Hedin; vice-president, Harry L. Terry; secretary, Frank Sylvester; treasurer, John Baltazor; captain, C. F. Hinckley.

#### WALTHOUR IN WINNING FORM

Signalizes Return to Paris by Defeating Guignard—Collins Qualifies for the Final of the Prix Rad Welt.

Robert J. Walthour made his annual European re-appearance at the velodrome D'Hiver, Paris, Sunday, 2nd inst. The American pace follower was pitted against Paul Guignard and disposed of the world's hour record holder in three heats.

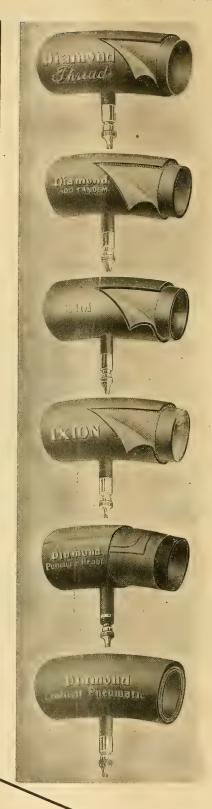
Guignard won the first heat, 20 kilometres, by five laps, the time being 16:05 1/5 Walthour rode well in the second heat, 40 kilometres, and at the gun led Guignard by 6 1/2 laps. The time was 32:13. Although the last heat was the shortest, going only 15 kilometres, Guignard could not hold the pace Walthour set and was some distance behind at the finish. The time was 12:02 1/5.

Elmer J. Collins qualified in the second heat of the Prix Rad Welt, the finals of which will be held at some future meet, The sprint race, in six heats and the usual number of repechage, semi-final and final heats, went to Victor Dupre, who finished third in the last six day race. In the first final heat Dupre finished in front of Martin, who in turn beat Jacquelin. Jacquelin won the second final heat from Dupre, with Martin third. Dupre won on points. Oscar Schwab started in the handicap, but neither he nor Poulain could bridge the gap opened by the long markers and they finished respectively, fifth and fourth, Poulain leading Schwab by a narrow margin.

The Union Velocipedique de France last week issued its calendar for the forthcoming season. Although several big events have not yet been sanctioned the program is the most elaborate that has been issued in some years. The dates of the principal road events are: Paris-Roubaix, April 19; championship of France, 100 kilometres behind pace, May 10; Bordeaux-Paris, May 28. The chief events to be held on the track are: Professional sprint championship, at Parc des Princes, Paris, May 17th; championship of France, 100 and 50 kilometres, May 31; Grand Prix de Paris, May 31, June 14 and 21; amateur sprint championship, June 7. The world's championships will this year be held in Berlin, the dates to be decided shortly.

#### Former Champion Operatic "Star."

Paul Bourillon, a former champion of France, is now a grand opera "star." Bourillon studied for some years at the Conservatoire de Music, as the Bicycling World has stated before, and after finishing his course sang with great success in the provinces. The former sprinter has just been engaged to sing at the Opera Comique, in Paris, and will shortly make his debut in "La Vie de Boheme." Bourillon won the world's professional championship in 1896.



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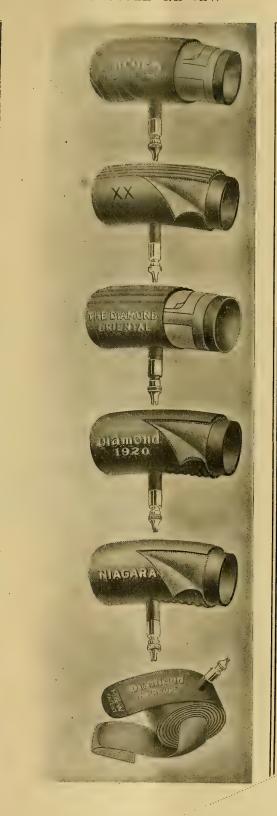
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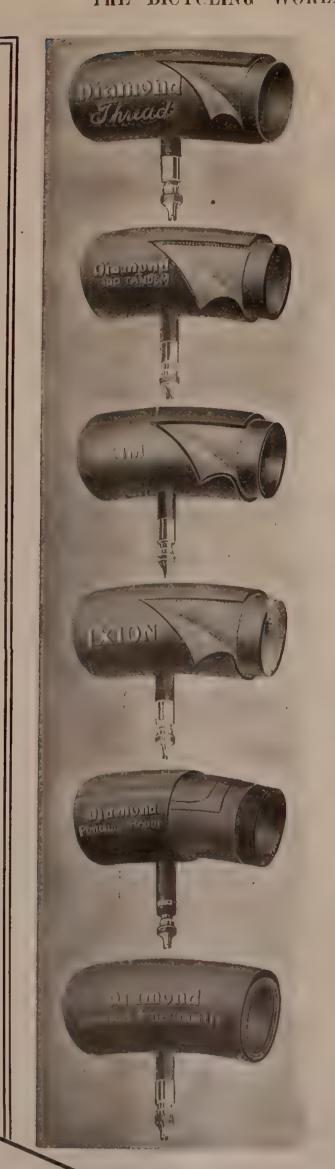
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#### **DEFEAT MARKS TAYLOR'S RETURN**

Lawson Outsprints Him in Gruelling Contest at Boston—Fogler First in Two
Hotly Contested Races.

In one of the hardest fought sprint races in this country in many years, former World's Champion Iver Lawson, of Salt Lake City, defeated "Major" Taylor, of Worcester, Mass., another former world's champion, at the Boston velodrome last Saturday night, 8th inst. Although Taylor rode in Europe last season, his race against Lawson on Saturday night marked the negro's first re-appearance in this country since he "retired" several years ago. The negro's return brought a large crowd to the indoor track, and the match race alone was worth the price of admission. It took four heats to decide. After each had won a heat, the pair lined up for the final, but Taylor fouled Lawson within an eighth-of a mile from the finish, and the heat was ridden over. Two words tell the result: "Lawson triumphed!" This was not the only good race on the boards, however, for Joe Fogler of Brooklyn, took both the professional events in a sensational manner, aided in the handicap by Bardgett, and in the open by Moran, his late partner in the New York

The fact that Taylor and Lawson have not been on good terms for four years, their feud dating from the time they collided on an Australian track and pummelled each other before the officials separated them, added zest to the match. The race was for blood and Lawson drew it.

Being a resident of Massachusetts it was not surprising that the negro received a great ovation when he appeared on the track for the first time: Lawson'also got a noisy hand from the "fans," but the ovation accorded the Salt Lake champion was not as prolonged as that which greeted the negro. That five years has not altered their mutual enmity was apparent when the two cracks lined up for the first heat, at onehalf mile. Taylor and Lawson mounted their bicycles and got set without speaking to each other and without shaking hands. For two laps Lawson set the pace, riding in the middle of the track. At two and one-half laps to go the negro ducked his kinky head and shot down on the pole. The crowd yelled like mad as Lawson jumped and tore around the boards after him. Entering the home stretch Lawson attempted to pass Taylor, and "kissed" shoulders, but the Flying Swede got home by less than a

Lawson had the pole in the mile heat and again set the pace slowly, with Taylor trailing. Lawson began to unwind at a quarter to go and at the bell the pair were traveling fast, Lawson having a slight advantage. On the turn out of the back stretch Lawson swung a trifle wide as he looked over

his right shoulder and Taylor tried his old and dangerous trick of sliding through on the pole. Lawson woke up just too late and although he made a brilliant come-back Taylor landed the heat in a whirlwind finish by less than six inches.

When they faced the starter for the third and deciding heat Lawson and Taylor were induced to bury the hatchet long enough to shake hands, although neither seemed overanxious to do the friendly act. The distance was again one-half mile and just before the bell Lawson had the position, with Taylor coming up fast. When the negro got alongside he crowded the Swedish Mormon, causing him to lose his stride. Lawson sat up and Taylor finished. The referee was about to award the race to Lawson on a foul, but as Taylor said the crowding was unintentional, and Lawson was willing to give him another battle, a fourth heat was called.

The distance was made the same and the hatchet, buried for about one minute, was dug up again. Lawson had blood in his eye and just before going on the track told Moran that he would beat the negro and beat him badly. The way the Swede started showed that he meant business. Again taking the pace, he began to unwind from the very start and when Taylor unfastened his jump at two laps from the finish Lawson saw it coming and met it with one equally as good. For almost a lap they fought bitterly, without advantage to either, crossing the tape neck and neck at the bell. Taylor died hard, but Lawson's better condition told and the negro's front wheel gradually fell back. In the last stretch Lawson made a final effort and landed at the tape a length to the good. And the thunderous burst of applause that greeted Lawson was music to his ears.

It took two heats and a final to decide the mile handicap for professionals. Krebs and Fogler had the honor position, with Bardgett, Anderson, the Bedells, Downey, Mitten and MacLean out in front. The low markers caught the field at the half and Bardgett took Fogler in tow, while Menus acted as pacemaker for Brother John. The latter made his bid in the bell lap, but Fogler met the jump prettily and the pair had it out nose and nose to the finish, Fogler winning by less than a wheel, with Krebs third and MacLean fourth.

That "Boss" MacLean has hit upon a good idea in giving special half-mile prizes in long races, was exemplified in the 25 miles open. With the big field there was lively sprinting each fifth lap. "Big Jimmy" Moran had his eye on the specials and took thirteen of them, with Nat Butler a close second; the veteran Cambridge man got ten. Logan took five, Halligan four, Wiley three, Anderson two and Connolly one. Punctures put Menus Bedell, MacLean, Anderson and Matt Downey out of the final reckoning.

Moran took the lead in the last mile and Fogler quickly got on. The last mile was a "hummer" for "Flying Dutchman" Krebs jumped at the half and then in turn was passed by Fogler, John Bedell and Bardgett. At two laps to go John Bedell attempted to pass Fogler, and the way he fought the Brooklyn trolley dodger was a sight for damaged optics. Fogler is a horse, however, when it comes to maintaining a long sprint and at 80 yards from the tape he drew ahead, while Bardgett came flying out of the bunch and was within two feet of Bedell, when the latter finished second. The time was fast—1 hour 2 minutes 38 seconds.

Although George Cameron, of New York City, rode well in the final heat of the mile handicap for "simon pures," he could not overhaul Peter Droback, a 75 yards marked before the finish. Fred Hill, who started from scratch with Cameron, was third. A two mile pacing machine race between Charles Turville and Gus Ruden was won by the former in 3:25½. The summaries:

One mile handicap, amateur—Qualifants: L. J. Morgan (65), Joe Currie (35), Peter Droback (75), George Cameron (scratch), L. Stoughton (40), C. Connolley (50), Hugh McPartland (55), Fred Hill (scratch), J. J. McKinnon (40). Final heat won by Droback; second, Cameron; third, Hill. Time. 2:08%.

One mile handicap, professional—Qualifants: Walter Bardgett (65), Hugh MacLean (50), Menus Bedell (40), N. M. Anderson (45), John Bedell (25), Floyd Krebs (scratch), Matt Downey (35), W. L. Mitten (100), and Joe Fogler (scratch). Final heat won by Joe Fogler, Brooklyn; second, John Bedell, Lynbrook; third, Floyd Krebs, Newark; fourth, Hugh MacLean, Chelsea. Time, 2:0544.

Two miles, motorcycles—Won by Charles Turville; second, Gus Ruden. Time, 3:25 1/5.

Twenty-five miles open, professional—Won by Joe Fogler, Brooklyn; second John Bedell, Lynbrook; third, Walter A. Bardgett, Buffalo. Time, 1:02:382%. Special half mile prizes won by Moran 13, Butler 10, Logan 5, Halligan 4, Wiley 3, Anderson 2, Connolly 1.

Match between Iver Lawson, Salt Lake City, and "Major" Taylor, Worcester—First heat (half mile) won by Lawson. Time, 1:17. Second heat (one mile), won by Taylor. Time, 2:35. Third heat, (half mile), called off because Taylor fouled Lawson. Restarted and won by Lawson. Time, 1:16.

#### Bicycle Prize in Home Trainer Meet.

Saturday night, March 21st, has been selected for the running of the Tiger Wheelmen's annual home-trainer championship meet. As usual the principal event will be a mile race for the championship of New York and New Jersey, the first prize being unusually attractive this year. It will be a Racycle bicycle, and a silver loving cup will go to the club whose riders score the most points. In addition to these, five other prizes will be awarded. Match races between professionals will constitute a feature.

Motorcycle Club Schedules Fourteen Events for Washington's Birthday-Bicycle Riders to Have a Chance.

All who attend the race meet of the Los Angeles Motorcycle Club, to be held at the Agricultural Park track, Los Angeles, Cal., February 22d, surely will get their money's worth. No less than fourteen events have been carded, including one bicycle race for uniformed messenger boys.

In securing the Agricultural Park track for its forthcoming meet the Los Angeles club placed quite a feather in its cap. It

BIG CARD FOR LOS ANGELES MEET lian pursuit for singles, not to exceed 3 inches bore; five miles free-for-all multiple cylinder machines not exceeding 5 horsepower; five miles, free-for-all singles; four miles "cupid race," singles; exhibition by W. G. Collins; ten miles record trial by Paul Derkum; one mile bicycle, for uniformed messenger boys.

#### Lafayette Wheelmen Launch a Defi.

If there is any club in this country that thinks it has a three men team that can ride pursuit or middle distance races, the Lafayette Wheelmen of Baltimore, are anxious to give them a race, providing the riders are "simon pures."

Having won three very lively team pursuit team races in the past two years the



THE LAFAYETTE'S TEAM-EDGAR BORHM, H. L. COLE AND H. E BORHM

is considered one of the fastest mile courses in the country and many records have been broken upon it. The track was obtained with some difficulty as the Los Angeles Driving Club has for the past nine years held a matinee meet there on Washington's Birthday. The Southern California Automobile Club also had a line out for the course for the 22d, but the bait offered by the motorcyclists caught the date, the horsemen agreeing to hold their meet at some other time.

The program is one of the longest ever scheduled for a single meet, and is as fol-

Three miles for boys, on single cylinder stock machines, fully equipped; three miles open, for stripped single cylinder stock machines, with bore not exceeding 234 inches; five miles open, for fully equipped stock machines; five miles for club members only, multiple cylinder machines; five miles for club members, single cylinder machines, two miles obstacle for singles, tires to be deflated previous to start, riders to detach hand pump, inflate, replace pump and continue to finish; ten miles Australian pursuite for multiple cylinder machines not exceeding 5 horsepower; ten miles Austra-

Baltimore organization has concluded that its team, consisting of Edgar R. Boehm, Howard L. Cole and Harry E. Boehm, is invincible, and therefore has appointed Bernard J. Logue trainer and manager. The Lafavette team has three silver loving cups to prove it prowess and, having "cleaned the boards" in Maryland is looking for new conquests.

#### Open Bicycle Events in Armory Games.

Those riders who have complained of the lack of open races at armory games held at the various regiments in New York City and Brooklyn, will have a chance to test their skill on the flat floor at the Twentysecond regiment on Saturday night, 29th inst. In connection with games of the Spanish War Veterans' Association, a two mile handicap, open to all registered riders. will be one of the features. If a sufficient number of riders can be interested, open bicycle races will be made a regular feature at the athletic games. Last year an attempt was made to hold an open race but when the time came to send in entries the riders who mostly deplored the lack of open flat floor events were the ones who failed to

#### **NEW JERSEY TO DOUBLE THE FEE**

Frelinghuysen Preparing a New Bill Which Affects Motorcycles-"Commutation Ticket" for Non-Residents.

Apparently for no other reason than that the State of New Jersey believes that it should obtain an income of at least \$250,-000 a year from motor vehicles, Senator Frelinghuysen, the author of the existing measure which failed to realize anything like that sum, has introduced a bill in the Legislature, which boosts the automobile fees to a staggering sum.

Motorcycles, of course, do not escape. Mr. Frelinghuysen would double the amount of the present fee and make it \$2. He has also undergone a change of mind since the F. A. M. officials had their several conferences with him when he was preparing the existing law, and stipulates that they shall carry such identification marks as may be determined by the Commissioner of Motor Vehicles. No tags are now required.

In so far as non-residents are concerned, Frelinghuysen's new bill is an improvement on the existing measure, which requires that residents and non-residents shall pay the same tax. If his new bill is enacted, for 50 cents, non-residents will be able to obtain an "admission ticket" good for six days or any multiple of that number of days, not exceeding thirty days, at a price of 50 cents per six days. It is provided that all identification marks both for residents and nonresidents will hereafter be supplied by the State and be changed annually.

All registration certificates would hereafter expire on June 30, each year, and when certificates are issued for the fractional part of the year, only the fractional part of the fee will be charged.

#### Interest in Home Trainer Tourney.

Judging from the requests for entry blanks that have been received by the Tiger Wheelmen, the home-trainer races to be held in Madison Square Garden, New York City, as a feature of the Sportsmen's show, February 20th to March 7th, are arousing more than local interest.

The meet will start on Thursday night, the 20th, when the trial heats of the one mile amateur championship will be decided, the trial heats of the two mile professional championship taking place the following night. Match races between amateurs and professionals will feature the 22d.

Cash prizes have been put up for professionals, a silver loving cup in the inter-team race and the National Cycling Association's championship medals in the one mile events. In addition there will be two special prizes-for the rider making the fastest mile regardless of class or character of trial, and a prize if the mile record of 1:063/5 is broken.

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On the other hand, satisfied customers and their influence upon the community represents one of the best assets of a live dealer. In trade parlance it is called "Good Will." It is valuable, but its value depends upon the reputation of the dealer and the goods he handles.

Motorcycle Agents should strive to satisfy their customers for the industry is growing. Then Motorcycles will assist you along these lines. They represent QUALITY. Think that over—Then write to us for a Thon Agency.



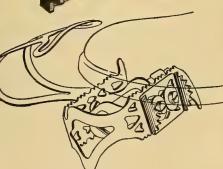
Aurora Automatic Machinery Company, Aurora, III.

#### MR. DEALER:

Do not send your orders for these live ones to a dead jobber.

Yours to command, THE PERSONS MFG. CO.





#### MR. JOBBER:

There is more doing in Persons goods than ever this spring. Are you in? Faithfully yours, THE PERSONS MFG. CO., Worcester, Mass.



Person Saddles

are the

Standard of Perfection

#### ERSONS ach-Klinx

To Roll the pedal with the foot Complete with Bolts, Nuts and Washers, Price per Pair .....

They may Imitate but

can never EOUAL

Persons Goods

#### **BOSTON BICYCLE CLUB BANQUETS**

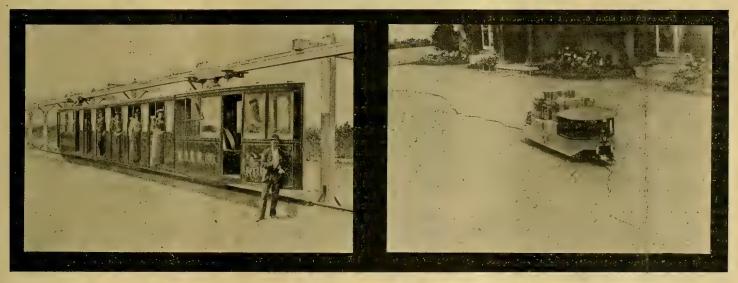
Mirth and Music at Thirtieth Annual Dinner—"Papa" Weston Tells of the Bicycle's Wonderful Progeny.

The thirteenth annual dinner of the old Boston Bicycle Club, held as usual at Hendrie's in Boston, on Saturday, 8th inst., was attended by some 60 members and guests. At about 6 o'clock the men began to arrive, and by the time dinner was served the reception rooms were well filled and the old veterans, several of whom had come from New York, Philadelphia, and other distant cities, had experienced the delight

"Cocktails are needed to strengthen the nerve—when a man takes the risk of pronouncing Hors D'Oeuvres."

The list of good things, "Boneless Creamed Fish Chowder," "Haddock a la Rinktumdiddy," "Saddles of Southdown Mutton," "Roast Sirloins of Beef," had each its appropriate verse. Under the "Deep Apple Pit a la Wheel about the Hub," the poet had perpetrated "The uttermost joy of a countryman's life, is a deep apple pie with a wide bladed knife," and then the list concluded with mention of "Ice Cream and things," "Crackers and Cheese," "Cafe Noir," "Cigarettes," "Anheuser Busch on Sawhorse," and "the ever welcome Apollinaris, by courtesy of Frederick Whitney of us."

velous, machine: and following the thread along to the 11th February, 1878, when some twenty good men and true you will find their names on your menus-assembled at my office, 178' Devenshire street, and affixed their signatures to the 'paper which called into existence the Boston Bicycle Clubwhose thirtieth birthday we are now celebrating, and whose followers since then have been enumerated by the hundred thousand, I have often wondered at, and tried to analyze, the foundation causes which lay at the bottom of the wonderful popularity which our new found Pegasus attained, and the success which even from our earliest efforts we found awaiting us. We old riders do not need to have pointed out to us the avenues of enjoyment which our bicycles opened up, nor the varied fascinations of our sport, but great and irresistable as those were they do not to my mind satisfy my attempt at analysis. They are potent factors we all know, and to many doubtless all sufficient, but deep down underlying them, I believe it will be found that the prime factor can be expressed in the single word "Speed."



E. MOODY BOYTON'S "BICYCLE" RAILWAY

GYROSCOPE CAR ON WORST TRACK EVER LAID

of renewing old associations. On the stroke of seven, Charles Reed sounded the "assembly," the lock-step line of olden days was formed, the doors to the banqueting hall were thrown open, and the mer. marched to their respective seats. The menu placed before each bore on its cover a picture of the club badge, some excellent portraits of the diners, seated at the table and marching into the dinner, a list of the 1878 founders of the club, and the following verse:

"To a joy beyond dimensions,
To a pleasure never old,
To the prince of all inventions,
To the steel worth more than gold."
—Bibamus.

underneath which was quoted the lamented Stahl's warning "Ja trinken wir; aber fur den Katzenjammer aufgepasst."

Those who know the Boston men can judge whether or not such a warning had any application.

The interior of the menu was devoted to the words (Kilby) and music (Kendall) of the club song, and the back page to the menu itself. As a starter the guests were informed:

"Weston, Kendall, Nickerson, Lee, These be our officers, Hully Gee!"

The avidity with which these good things were attacked and demolished might have led a spectator to suppose that the club had just returned from one of its runs, but under any circumstances a wheelman without appetite is a kind of rara avis not to be found in the membership of this club. And the destruction of joints was interspersed with the singing of the club toast, the giving of the club cheer, in which latter the New York contingent acquitted itself with its usual ability, and the club chorus, until the coffee and cigars being reached. President Lee called the diners to order, and at once proposed the toast of the evening, "The Boston Bicycle Club," and called on the popular secretary, "Papa" Weston, to respond for the thirtieth annual time.

As soon as all had resumed their seats, Mr. Weston commenced with a brief review of things which had been; then plunged into things awaiting us, by reading the following paper, which, ilustrated by lantern slides, was listened to with rapt attention:

#### The Railroad of the Future.

Looking along the vista of the years to 1876 when I returned to this country from a visit to England strong in my belief that the time had arrived for the bicycle to come to America; to my quick success in organizing the first firm—Cunningham, Heath & Co.—to import, and later to manufacture, this mar-

"In the name of the Lord, Speed,"

wrote the poet, Henly, years and years ago, and this new possession of our we soon found offered to us greater possibilities of achievement in that direction than had hitherto been deemed possible to follow human muscular effort.

I will not take time to quote records,—they are all attainable—but will at once attempt to direct your attention, very briefly, to the altogether unexpected and almost unbelievable results which are about to follow and which can be traced back to our initial efforts of 1876-78.

The majority of us were during that time too happy in the pursuit of our cyclic pleasures to care to delve down very deep in the search for theory to account for them, but fortunately for us, and for humanity, there were thoughtful and mechanical minds, on whom the single track which the bicycle had exemplified, made a deep impression. By, such it was quickly conceded that could a vehicle be devised which would balance itself, or be balanced, on such a track, meaning a single rail, there would result such enormous.advantages.in ease and smoothness of running, in the tremendous speed which could be attained, and, most potent of all, in the reduced cost of operation, that it must inevitably become only a matter of time when the dual rails of our present systems would have to be abolished, and single rail systems be instituted in their stead. To devise such a vehicle then, was an object which at once took possession of the inventive American mind and it was not long before the Patent Office became deluged with applications, most of which were rejected, though some few of them were ultimately granted. Chief of these latter was the bicycle railway invented by the Hon. E. Moody Boynton who, largely of his own then ample means, built, in the early eighties, a specimen track some three miles long at

Belfort, Long Island, N. Y., and organized a corporation to exploit it. And the scientific publications took up the subject, and discussed it pro and con, until at length it looked as though the single track railway was on the eve of being born, commercially. If you will look at the illustration projected on the screen, you will get a very fair idea of the method adopted by Mr. Boynton.

As you will note, his car was long and narrow, had a separate door to each row of seats, and ran on a single track, parallel to which was a row of posts with cross arms near the top. Dependent from these cross-arms was a longitudinal stringer fastened so as to be central over the car, the roof of which ran a foot or so below. Also central and attached to this roof were two horizontal wheels fastened transversely to the roof and placed rather more than the width of the longitudinal stringer apart. Thus, whichever way the car inclined, one of these wheels came up against the side of the stringer and tipping over became, so long as the stringer retained its position, a virtual impossibility. At first Mr. Boynton used a specially constructed steam locomotive for his motive power, but early in the history of electric progress substituted electricity, and even on such a short track found it easy to attain, and frequently did attain, a rate of speed of over sixty miles per hour.

There were other single track schemes, besides Mr. Boynton's, devised and patented, but I will not mention them here, merely desiring to record the fact that to Mr. Boynton is due the credit of building and operating the first practical single track railway—"bicycle railway" as it was generally known—which the world had then seen. The attempt has cost him his very ample fortune, and has left him, I am informed, practically penniless in his old age. We who have been "first" in so many things must surely accord to him at least our sincerest sympathy.

If you will bear with me a few minutes longer, I will now attempt to tell you a story having a far more desirable, and a far pleasanter ending.

Fifty-five years ago there came into the world at Castlebar, in Ireland, a baby, christened Louis and surnamed Brennan, a name which must go down to posterity as the inventor of the most wonderful scheme of locomotion which has yet been devised. From his very childhood his mind was constantly engaged in what may be broadly termed, endeavors to improve things, and he appears to have been uniformly successful. He seems to be a past master of all discovered natural laws, and especially of those governing revolving bodies, whether in the movement of our earth round its sun, or in the revolution of the spinning top of our boyhood days. His clear insight into the laws governing the latter led to his invention of the steerable torpedo, which he afterwards sold to the British Government for \$550,000, stated to be the largest sum ever paid by any government for any invention. And this was not all, for the Government realizing that the services of such a man were far too valuable to permit him to be exposed to possible temptations from others. placed him at the head of its torpedo factories at a salary so large as to forbid all possibility of such happenings, and removed him permanently from the "struggling inventor" class by giving him the entire disposal of his own time, the command of all the facilities of the Government workshops, and of all the expert mechanical assistance contained therein.

Thus happily circumstanced he quickly took up with renewed energy the work to which he had already for many years devoted much of his time and attention, the improving and perfecting of our methods of locomotion, for he had long realized that these latter belonged at best to the make-shift class and that something far more comfortable, far speedier, and in every way more perfect was demanded by our advancing civilization.

In his search for this increased comfort, speed and general perfection, he had at the very beginning made up his mind that they were not to be found in conjunction with the dual rails on which such comfort, speed and safety as our railroad methods possessed, depended. The dual rail track was, and is, essentially imperfect. The uneven wearing of the rails, their sagging and spreading, and the consequent jolts and side thrusts received by the vehicles which they supported, were destructive of the comfort, and often, especially at high speed, a me-

nace to the safety of the passengers. Therefore he decided to devote his entire thought and intellectual energy, to the problem of devising a practicable railway with the carriages running on a single rail. The suspension of carriages from an overhead rail he sonsidered long and earnestly, but although smoothness of running could doubtless be attained by such a method and probably by other methods

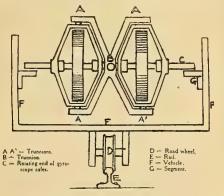


BRENNAN AND HIS FIRST GYRO CAR

which other inventors had devised, he at last decided that none of them warranted his attention, and that in some way the problem of putting the single rail under the train, and running such train over it, swiftly or slowly, but in either case easily and safely, was what awaited his solution.

It was now that Mr. Brennan's deep insight into the laws governing matter and motion coming into play, his mind reverted to the laws governing the spinning of a top, and to the insistent law that all such bodies, whether tops or children's hoops, being once set spinning persisted with all their might in spinning in one plane. This quickly led him to the sthdy of the laws affecting the more scientific instrument, the gyroscope, and to the endeavor to utilize them. It was in this endeavor that he attained, step by step, and it took him twelve years, such success that the boldest of us will not dare to forecast what it will eventually lead to.

First he took a small frame, like a picture frame, and set his top spinning in the plane of this frame. To his infinite delight he found that as long as the top continued spinning the frame would remain rigidly upright. Then he fixed to the frame two legs, the lower parts of which were filed to needle like sharpness. Still the frame remained upright, as



..THE TWO BALANCE WHEELS OF THE. GYRO-CAR.

GYRO-CAR.

The axle-end (C) corresponds to the point of the top. If in turning a curve, the car-body (F) should commence to lean to the left, the projecting segment (G) would rise and touch the axle (C) of the righ-hand balance-wheel. The balance-wheel would there-upon tend to rise at right angles with G, just as a top tends to rise at right angles with the surface on which it spins. This action would counteract the learning tendency of the car body and restore the equilibrium of the car.

it did later when he fixed to the legs two small wheels, and rolled the frame backwards and forwards. Soon he abandoned the frame and made what may be termed a small flat-car and fixed a gyroscope upon it, and it was here that he came upon what seemed at first an insuperable difficulty, for although his car behaved splendidly as long as it was moving on a straight track, it jumped it directly a curve in the track occurred.

Small wonder is it that the brain fag ,which resulted from his efforts to conquer this difficulty caused his doctor to send him to the South of France for rest with stern injunctions that he should give such matters the complete go-by until he felt well enough to return. The trip and the rest proved very beneficial, but as his strength increased, his mind returned to its one absorbing thought, and despite him, commenced again to grapple with his difficulty. One day while taking a morning stroll he came across a peddler selling gyroscopes. were poor affairs compared with the large and costly ones which he possessed in his work shop at home, but he bought one and took it with him to his hotel, and it was to this poor instrument that the inventor was indebted for the clue which, coming to him like a flash, led to the invention of his automatic balance wheel, cleared away the difficulties in his path, and made the single rail and railroad a practical thing.

I regret that time will not permit my endeavoring at any length to make clear to you the natural laws which Mr. Brennan enlisted to produce his marvelous results, but I must confine myself to the results (or some of them), with only such simple explanation of the causes as may become necessary as I go along.

We are none of us too old to remember our topspinning days, and we can all of us recall the bad spins which sometimes attended our efforts, when our top, instead of landing squarely and vertically from the string, reached the pavement at a more or less acute angle. But this angle was of short duration, for given the required speed, and the top immediately commenced to right itself and assume the vertical position intended and sought in the first place. Now here was where Mr. Brennan received his inspiration, for he at once realized that should he so extend the axles of his gyroscope as to enable them under certain conditions to assume the duty of the peg of the top which I have referred to, the effort of the balance wheel to right itself must necessarily bring the car with it into the perpendicular. Reasoning along these lines, he quickly saw that while his gyroscope must necessarily be effective in carrying his car along a right curve, its operation was very different when a left curve was encountered, for then instead of nullifying the effect of the centrifugal force which was endeavoring at the curve to pull his car off the track, it assisted it and invited disaster. It cost Mr. Brennan much thought and endeavor before he was able to meet and conquer this final difficulty, and then, as would seem to be his usual habit, the cure came to him in a flash.

A revolving body such as a top or a gyroscope forced to depart from a straight line of travel on the same plane in the line of circumference of circle (which was what in effect happened when Mr. Brennan's car was forced to travel around a curve), would at once seek to fall over outwardly because that would then become the easiest and shortest way it could find to revolve in the same plane and yet on the line represented by the curve of the track of which it had now become a part. But if this top or balance wheel were spinning in the opposite direction, that is backwards, while the car was on the straight track, its easiest way to change its path when it came to a curve would be to fall over inwardly and by the working of this law Mr. Brennan at once saw that if his car were fitted with two balance wheels instead of one, each wheel revolving in the same plane but in reverse directions, the tendency of one wheel to fall over outwardly at a curve, would be exactly balanced by the tendency of the other wheel to fall over in the opposite direction. Therefore, while on a straight track the upright position of the car would be assured, on the curves it became only necessary to instal. the device adapting the action of the peg of the top, which I have just explained, and the wheel on the inside of the curve, meeting with no resistance

from the opposite wheel, would irresistably seek to incline the car inward, with the glorious result that it would now move speedily or slowly, or stand quite still on its single track! under "all conditions. Mr. Brennan lost no time in carrying out this idea, and then experienced the supreme happiness of satisfying himself that the track being straight or curvilinear, made no difference, neither did the rate of speed at which the car traversed it. The work had been long and arduous, and years of patient effort had been consumed, but at last the locomotion of the world was about to become revolutionized, the gyro-car had been born. If you will again glance at the screen you will see depicted thereon the keynote of this marvelous achievement, a section through the double wheeled gyroscope with its rotating axles prolonged so that the slightest deviation of the car floor from the horizontal would bring them in contact with the projections on the car side and the righting power of the balance wheel at once be brought into play. And this is the "box o' tricks" that in itself constitutes the secret of the mono-rail locomotion.

Having conclusively settled the theory, the next thing aimed at by Mr. Brennan was a demonstration of its soundness, and to this end he proceeded to construct his model car-beautifully made of aluminum with brass castings, in the government workshops, thus being entitled to wear on its shining sides the magic letters "W. D." (War Department). This model car, pointed at each end like à torpedo, measures five feet in length and eighteen inches in width, its weight without load being one hundred and seventy-five pounds, resting on a bogie truck placed at each end with wheels placed tandem to run over a single track. The gyroscope balance wheels are placed at the forward end in a sort of pilot house, mahogany framed and glass windowed, the batteries which turn the balance wheel (7,000 revolutions per minute) and propel the car being placed at the rear end.

The car being finished and a single track being laid, a diminutive reproduction of the grades, levels, curves, bridges, and all the usual, as well as some of the very unusual, conditions attending railway track construction, all made possible by the extensive acreage of Mr. Brennan's home Park near Chatham where the demonstration was made, the day for the practical proof of the correctness of Mr. Brennan's theories arrived—a large and distinguished array of spectators, among them several members of the Royal Society, as well as many of the foremost engineering authorities in England, being present. The date of this wonderful exhibition, the 8th of May, 1907, should not be allowed to be forgotten.

Everything being in readiness, the inventor's "Let her go" is heard, and immediately a strange little object shoots out from behind a thicket and comes smoothly gliding along the single track laid to receive it. It makes no noise, shows neither smoke nor steam, neither bumps nor sways, but inclining gracefully inwards as it meets the curves of the track, its polished sides glistening in the sun, the first gyro car on its its mono railway comes.

But presently a steep grade is encountered up which the gyro-car continues with undiminished speed to the top of a miniature hill, and spanning the valley between, the track changes its character and becomes a mono-suspension bridge of wire rope tightly stretched across. Straight over this bridge runs the car, with neither tipping nor wavering. At the other side she is caught and stopped, and then Brennan lifts his little daughter up, places her in the car, sends the car with its passenger back and forth, and finally brings the whole to a standstill in the center of the valley, where the passenger, reclining comfortably, the car stands quite still and true, making a picture the world had never before seen, a mass of inert matter balancing itself unaided on a single wire. You will see the car and occupant at this juncture depicted on the screen.

The passenger being lifted down, the car is then loaded with iron weights, each weight being measured to a scale. Taking one of these weights, the inventor dropped it on to the edge of the car, when to the astonishment to everybody, the car, instead of yielding, momentarily rose slightly on that side under the sudden load.

"That," remarked the inventor, "is an example of

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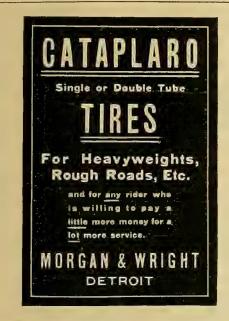
the power exerted by the gyroscope, and shows what would happen if on a full sized car, forty or fifty passengers were to jump at the same time from the middle of the car to its very edge."

As instancing the tenacity with which the car seems to adhere to the track it was then switched on to a track formed of pieces of gas pipe laid loosely on the ground and so full of kinks and sharp bends that it seemed absurd to expect wheels to run over it. But run over it they did and picked their way along its crooked parts with almost human intelligence, never making a slip.

"This," said Mr. Brennan, "represents a railroad track than which probably a worse was never laid. You see how the car follows it."

The picture on the screen will give you some idea of the difficulties represented on this track.

Passing over the remainder of the demonstration Mr. Brennan later, in response to questions, gave



NEW YORK BRANCH: 214-216 WEST 47TH ST.

out the following information. His belief was that the car of the future would measure about two hundred feet in length and about thirty in breadth and would weight about a hundred tons. His front and rear cars would be pointed at the front and rear ends, the other three or four cars which, with these two would constitute the train, being coupled together and connected by vestibules. The gyroscopes fitted to each car would each weigh about two tons and would measure about four feet and a half in diameter, would run in a vacuum, and would continue to turn for two or three days, should the electric energy be suddenly cut off. The motive power to drive his cars would be electricity preferably, though steam or gasolene might be availed of. Brooks or wide rivers would be spanned by a single rail, and with friction reduced to a minimum and side thrust practically eliminated there seemed no reason, if the laws governing the cohesion of matter permitted, why speed of even two hundred miles per hour should not be attained and maintained, and that with absolute steadiness and far more safety than on existing trains would be possible.

Such a rate of speed would cover the distance between Boston and New York, including slowing up at the terminals, in about an hour and a half, or between New York and San Francisco in a single day. Even if half the speed should prove a preferable limit less than three hours to New York, or than three days to San Francisco, would make the cities seem very close together.

As to the number of passengers and the quantities of weight which could be carried, the possibilities seem at present almost beyond calculation.

The impression made on the scientific and mechanical world by these demonstrations was most marked. The assistant chief engineer of the Central

South African Railways, who was present, was so satisfied that the invention would revolutionize traveling that he has urged its adoption on a line starting from Johannesburg traversing and landing its passengers in London in six days instead of the twenty-one days which is now consumed in the journey.

And, best of all, the foremost engineering authorities in England made a careful study of the invention and reported on it so favorably that the cold blooded British War Office, never inclined to give up money easily, has made an appropriation of six thousand pounds, equal to thirty thousand dollars, to enable Mr. Brennan to build in Government workshops and under Gevernment supervision, a trial car forty-five feet by twelve to carry two hundred passengers with perfect ease, and absolute steadiness.

This car is now in process of construction, and bearing in mind the rapid yet careful and thorough methods of the British Government, it is safe to forecast its trial trip taking place at no very distant date.

And then?

That is a question which only time can answer. I feel, however, that it is almost a certainty that you who have listened to me with such courteous attention, will be able to prove for yourselves by your own visions, the accuracy, or otherwise of the artist's conception of the rear end of the future transcontinental express.

When this ideal becomes real I can only hope that history will do us the justice of recording how its inception was due to the birth of cycling, and to the possibilities of the single track which that birth demonstrated, and that, in this country, means the Boston Bicycle Club. (Applaue.)

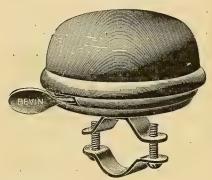
After the delivery of Mr. Weston's lecture, fun reigned at the dinner. The club's poet laureate, Quincy Villey, was called on to discharge the sheaf of limericks which he had threatened to write, and at once "made good" with half a dozen or so, which were followed at later intervals by others until every member who was present, and some who were not, had been properly "attended to." Then came a tenor solo from Mr. C. C. Ryder, splendidly rendered; a recitation, "Accordin' to Scripture," by W. Silsby, which brought down the house; the solo, "I Want What I Want When I Want It." by "Jack" Meade, whom the audience seemed to wish to continue singing for the rest of the evening; a bass solo, "Anacreon," by "Charlie" Sparks. An "opposition" limerick, by John Nichols, in which the words Birmingham and Abergstwyth played a conspicuous part. The club "Song," by the composer, the "Musicianer Laureate" Arthur S. Kendall, and other songs and choruses until, with music and story to wile the time away, the grey and bald old veterans began to think the time for cars and trains had come and to make preparations for starting towards their homes.

For the "fathers of cycling" have long attained the years of discretion and firmness to resist invitations of "just one more," and it was very close to midnight when all had departed, the lights were out, and silence reigned o'er "Hendrie's."

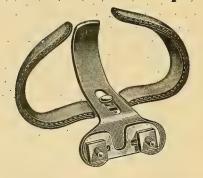
"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

# SUNDRIES That Sell Wherever Bicycles are Sold

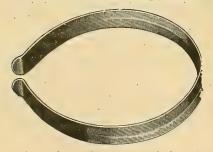
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Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

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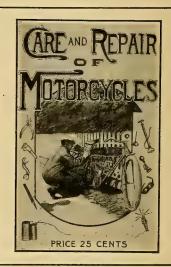


#### "FILLS A LONG FELT WANT"

Copy of Care and Repair of Motorcycles just received. It is all right and will fill a long felt want. Hope you will fill my order without delay. Will probably order 100 more shortly.

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Should be in the hands of every repairman and rider.

64 pages, chockful of useful advice and suggestion. Coated paper; linen cover.

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154 Nassau Street, NEW YORK

#### JUST A SCREW LOOSE--THAT'S ALL

But the Motorcyclist Hadn't Had Much Experience Then—The Little Cause of
Large Trouble.

"Five or six years ago I would have given a ten dollar bill for that little book," said the experienced motorcyclist as he laid down a copy of Care and Repair of Motorcycles and slowly filled the pipe he had drawn from his pocket.

"It has given me a number of new tips that are worth real money but when I bought my first motor bicycle, about six years ago, it would have been worth its weight in gold. I didn't know the first thing about the gas engine; to me the spark plug was as great a mystery as the carburetter and naturally I had a lot of trouble. The motorcycles of those times were not as good as they are today by a long shot and hardly a day passed that I did not consign the machine and its makers to the hot place, and all because of some little, trivial disarrangement that could have been instantly fixed if I had known how to go about it, or could have found some book that would have suggested probable causes and cures.

"When I bought the bicycle I received with it the instruction book issued by the manufacturers, but, bless your heart, the man who wrote that book was never a rider, or else he failed to have the experiences that come to about ninety-nine and one-half out of every hundred riders, for the instructions were beautifully short and vague. When I encountered mis-firing, or couldn't start or something of that sort, I was clean up in a tree; the book told how the machine acted when it was all right, but it fell far short of explaining symptoms or how to look for trouble when trouble came.

"Before I had had the machine two days I started out to buy something or any thing that told about motorcycles. I could find nothing on the market to fill the bill and then I searched the libraries; here was all sorts of literature about automobiles, but nothing about motorcycling.

"That book brings back a host of memories to me," continued the experienced one. "There are many things in it that fit some of my troubles that a mere twist of a screw driver would have corrected. I just read a paragraph that recalls an afternoon of several years ago.

"I had an engagement with some of the fellows with whom I was going for a ride, so having dressed for the trip, I put the machine in the stand with the double in tention of seeing that everything was all right and of warming up a bit; it was then about two o'clock. I threw on the switch, teased the carburetter and began to kick the pedals, but no explosion rewarded my efforts, so I kicked more and then still

some more without results other than to tire me out and start the sweat—no polite perspiration about it, either—it came from every pore in my body, but never a spark did I get, not even a half hearted muffler explosion to cheer me on.

"Of course it was a case of look for trouble and I looked: The gasolene tank disclosed a good supply of fuel but on general principles I blew into it to make sure the liquid was getting to the carburetter; everything there was all right; carburetter showed up o. k., spark plug was clean and gave a fine hot spark when I put it on the cylinder and I used my finger to operate the commutator spring. These investigations eliminated batteries and mixture which left only compression as the difficulty, for they tell us that with a mixture in the cylinder, a spark to ignite it and good compression the machine simply has to go -but that compression was all there and she wouldn't go.

"Well, I went over that entire machine, and then did the same thing again. I did everything I had ever heard of and a few things that were entirely original. I took the engine apart, I dismantled the carburetter, I washed 'em both with gasolene and then washed them again—I don't know why but I was desperate and the value of that machine at just that time could have been expressed without using a dollar sign,

"At the end of fully four hours, I thought I'd turn a few more screws—no special rea son for doing it, but then, as far as that goes, I had passed the point where 'special reasons' were required for anything I might do. Only a few minutes more passed before I gave about a one-half turn to the adjusting contact screw on the commutator and presto! My troubles were over. For that confounded thing had worked back just enough to be beyond the reach of the platinum contact when the cam lifted it and of course no spark occurred, though it did spark from there-when I lifted the spring with my finger.

"That's all; just that plagued little screw which I had overlooked, spoiled my sport, my temper and tired me out in looking for it, and all this could have been avoided if I had been able to buy a book such as Care and Repair of Motorcycles and obtain just such help and suggestion as it contains."

#### Distress Signal for Motorcyclists.

Hereafter, when a member of the New York Motorcycle Club throws an arm across the top of his head, it will be a signal that he needs help, which, if they are actuated by fraternal spirit, his fellow members will halt and render. At their last meeting the clubmen discussed the subject at great length. All manner of "distress signals" were proposed, from twiddling the fingers to blowing horns and waving hand-kerchiefs, but the arm thrown across the head was decided to be the most distinctive method and one not likely to be misunderstood or misused as would an outstretched arm.

#### A Show Within A Show

Not A Side Show

The BICYCLE
MOTORCYCLE and
ACCESSORIES EXHIBIT

at the

Motor Boat and Sportman's Show

in

Madison Square Garden

February 20th to March 7th

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TIGER CYCLE WORKS,
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Home Trainer Races
Every Day
Under Auspices of

TIGER WHEELMEN

#### CORRESPONDENCE.

("ontinued from Page 698.)

to the old Morrow tire coaster brake in my remarks when in reality I had in mind the Columbia tire coaster brake, as he says that the brake was primitive the first time or very near it.

I beg to differ with our friend also when he makes the unqualified statement that if a manufacturer equips his wheels with this brake practically nobody would purchase a wheel so equipped. For the past five years, three-quarters of all the bicycles I have sold have been equipped with Columbia tire coaster brakes and what is more, they have given absolute satisfaction to these customers. In selling these brakes, I have in numerous instances guaranteed to replace tires worn out by coming in contact with the brake-spoon and have never had one returned for replacement.

In this connection, would say that I have seen a bicycle with the brake-spoon so worn that a hole appeared in the centre of it and on examination of the tire, found the ridge around the centre of the tread still intact, showing that the tire had not worn one particle from this contact and yet that the brake had been used exclusively. This, I think, disproves our friend's idea of the wearing of the tire. I agree with him when he says there is frequent necessity of the renewing of the spoons because of the wear. A new spoon can be purchased for 45 cents and I think the customer is in a safer position knowing that by the expenditure of this sum, his brake will again become effective, than when he is obliged to place it in the hands of the average unscrupulous repair man for repairs, as would be the case with a hub coaster brake.

I do not think our friend understands the law of levers very well or he would know that applying force near the hinges of a door would be less effective than when applied near the knob, in other words, my theory works either way. As far as the door check is concerned, this article is placed near the hinge as it would be an ungainly arrangement if applied further away from the hinge. The writer now has one in use thus applied at the outer end of the door and it works perfectly.

If the tire coaster brake had been understood perfectly by the bicycle agents, and the customer had been handled properly when purchasing his bicycle, it would have been a popular brake today, but instead of doing this, the moment a customer told an agent that the brake would wear the tire out, which is a natural supposition at first thought, the agent was so afraid of prejudicing the customer that he agreed with him even if he knew this was not the case.

I notice in the letter from an "Interested Reader" that the particular objection to the tire coaster brake is the difficulty of fixing a tire that had been punctured as a spoon wearing on a weak point was inclined to weaken the plug. For his information, I

would say that since the days when every puncture made even by a pin or a nail was repaired with a plug, we have learned that a plug is simply a temporary repair and should never be allowed to remain in a tire for any length of time. The little tool used in connection with jiffy or jiffoid will mend any ordinary puncture in fifteen minutes so that the tire is as good as new. In fact, as soon as the jiffoid is inserted, tire tape can be wound around, the tire inflated and the wheel can be ridden at once. When the hole is so large that a plug has to be used, the wheel should be taken to a competent repair man and the tire vulcanized, and the spoon on the tire coaster brake will not interfere with this temporary repair if "w1canized within a reasonable time.

I think "Interested Reader" is very much mistaken also in saying that when oil is applied to the braking surface in a hub coaster brake it will still be effective, as the writer knows that the makers of one of the most popular coaster brakes also put up an extra heavy lubricant to be used on the bearings, deeming that if a lighter lubricant is used it is liable to flow on to these parts and cause the brake to slip.

This should be sufficient to prove conclusively that a tire coaster brake is the only perfect braking device that possibly can be used.

W. H. BURGESS, New-York City.

#### Veteran Attacks High Gears.

Editor of the Bicycling World:

For several weeks I have noted with considerable interest the views expressed by various riders regarding their gear, equipment and so forth, and have come to the conclusion that a few rambling remarks from one of the old fogy kind of cyclist may be of interest.

In the old days, I used to pump a 48-inch "semi-racing" Star, weight about 65 pounds. My first safety was an English Rover, solid tires, weight about 33 pounds, which was considered a very light wheel at that time, 1891. The following year I purchased a Liberty, and since that time have had about a dozen bicycles, all but one of American make, and all of them scaling in the neighborhood of 25 pounds or less.

My present mount is a Pierce special racer, 6½-inch cranks, Palmer road tires, 1½ inch, Brooks saddle and 68½-inch fixed gear. I find the shoe sole, properly applied, to be as effective a brake as any one could desire, and when you know how you never burn your foot or peel a tire.

I am a firm believer in simplicity in construction and with a wheel such as described you have practically nothing to get out of order. With this type of wheels I have ridden over every kind of roads, from a corn field or railroad track to the smoothest boulevard, and have never had a frame break in two or a front fork drop off. Then when rain makes the roads impassable and you have to carry your wheel, what a difference between that and the new-fangled

combinations of springs, gears, etc., weighing pretty close to 50 pounds.

While on the subject, I also want to remark that riders generally are using too big a gear for comfort, especially in hilly or sandy country, or against head winds. It is amusing to us in this neck of roads to read about riders saying they can easily climb hills on gears ranging anywhere from 76 to 92. These fellows evidently do not know what a hill looks like. The gears which we use around here average between 65 and 70, and some riders even go so low as 60 or 62. Those who use two speed gears generally run their high around 76 or 80, consequently getting down to the neighborhood of 60 when they cut in the low, that is when the low is in working order. I would like to have some of those riders who climb hills "easily" on their big gears come out here and show us how to do it on the assortment of letter A's which we have in St. Louis, Jefferson and Washington counties.

I do not think the riders are to blame for the big gear fad so much as the manufacturers, who seem to be catering entirely to the wants of a few track riders and Long Island "Cork Pullers." Look in any maker's catalogue and in his specifications you will generally see "Gear 77" or anything from that up to 90 or even 100, and the manufacturers and their traveling men actually laugh at the St. Louis dealers and cannot understand why they put in so many requisitions for small gears. If they would get a bicycle and come here and follow us around a season or so a great light would no doubt dawn on them, just as it has on a good many riders who have come here from other cities, and in a short time put bigger sprockets on their rear wheels. What is true of St. Louis is true of any other section of the country where there are hills. and if the riders do any road riding at all they would certainly derive more pleasure and comfort out of a 65 to 70 inch gear than the monstrosities they are now pushing, and if they want to hit it up once in a while they can get ample speed for all ordinary occasions out of that gear. The best road rider we ever had in St. Louis has never used over a 74 inch gear in his road races, and has annexed numerous time prizes.

My cycling experience covers a period of 22 years and in that time I have toured in many states, both east and west, and have had many opportunities to witness riders walking up hills which any rider of average ability should climb with comparative ease, all because of too much gear.

H. G. WOLZENDORF, St. Louis, Mo.

#### To Promote Motorcycle Racing.

The Southwestern Racing Association has been born in St. Louis for the purpose of promoting motorcycle races and other contests. It started with a membership of fifteen and these officers: A. Voight, president; John D. Hurck, secretary and Ralph Wilson, treasurer.

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#### The Week's Patents.

877,337. Bicycle. John C. Herr, Middletown, Ohio. Filed March 4, 1907. Serial No. 360,363.

1. The combination of a tubular seat post provided with an air passage, an expander therefor, a hollow bolt adjustably threaded therein, a plunger rod movable longitudinally through the bolt and provided with a valved piston and with an operating handle on its respective ends, said handle and bolt having separable inter-engaging parts whereby the bolt may be turned to move the expander.

878,419. Saddle Post. Carl Olson, Washington, D. C. Filed Jan. 18, 1906, Serial No. 296,587. Renewed July 13, 1907. Serial No. 383,623.

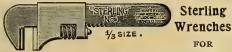
1. In combination with a velocipede frame including a tubular brace, a member seated in the upper end of said brace and having a head provided with guide open-ings, a saddle post having its upper end bimovement respectively in said guide openings, clips attached to the frame, a bearing member supported by said clips and having a guide opening to slidably receive the lower portion of the said labor a said la carried portion of the saddle post, a saddle carried by the latter, and an expansible spring ar-ranged upon the lower portion of the post and having its lower end attached to the latter and its upper end attached to the bearing member.



#### Genesee Pedals

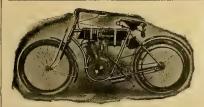
Frame Sets

Also All Metal Parts for Bicycle Construction JOHN R. KEIM MILLS, (Inc.) Buffalo, N.Y.



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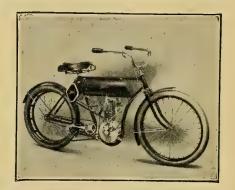


We are obliged to notify all jobbers in the United States, to take care of their orders for the Bradford Luggage Carrier, and let us have them at the earliest possible moment. Orders are coming in from all over the United States, and to take care of our customers, we are obliged to notify you to let us have orders at once.

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THIEM MANUFACTURING CO. Minneapolis, Minn.

New England Distributor: S. F. HEATH, Newtonville, Mass.

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Model B patent drop forged wrench is the proper tool for your motorcycle. Ask your jobber.

THE BILLINGS & SPENCER CO., Hartford, Conn.

#### WANTS AND FOR SALE.

10 cents per line; 15 cents per line if in capital letters. Cash with order.

FOR SALE—1906 Indian, has been refinished and remodeled throughout is perfect. The price will please. GEORGE H. DE LANY, 413 South Clinton St., Syracuse, N. Y.

OR SALE—Two 1905 Marsh motorcycles, 3 h.p., in fine condition; just over-hauled and enameled; Persons motor sad-dle; will close out at \$55 each to quick buyer. W. C. LAYTON, Spartanburg, S. C.

FOR SALE—Special built motorcycle, frame and wheels and tanks. STINE & PARKS, Fremont, Ohio.

FOR SALE-1907 M-M motorcycle, like new; will demonstrate at your resi-dence. Price \$130; want twin. CHARLES VOIGT, Jr., Hicksville, L. I.

B ARGAIN-1907 Model B, R-S motorcycle. Perfect running condition. Complete with lamp, horn, cyclometer, luggage carrier, flexible rubber grips and new Bailey tread 2½ inch rear tire. Price \$125. If interested write L. B. LYMAN 440 S. Main St., Akron, Ö.

FOR SALE—The following motorcycle bargains, all in good condition, taken in on 1908 machines: one 1907 Indian roller gear 2½ H. P., \$145; one 1907 Reading Standard, 2½ H. P., \$110; one 1907 Racycle, 2½ H. P., \$100. C. F. HAFER, 529 Joplin St. Loulin Mo. St., Joplin, Mo.

NDIAN motorcycle for sale—Fine condition, extra shoe. Run less than 2,000 miles. EDWARD E. HEERMANCE, 24 N. 5th St., Hudson, N. Y.

W ILL trade Oldsmobile runabout for high power, chain driven, motorcy-cle; preferably two cylinder Indian or Reading Standard, CARL H. O'BANNON, Flemingsburg, Ky.

FOR SALE—Bicycle shop in the best city of South Florida. Good business. Worth \$1,000. Address 1416 Franklin St., Tampa, Fla.

W E can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

I 908 INDIANS, Royals and Thor motorcycles, parts, repairs, storage, etc. Twin Indian at \$200; single Indians, \$75 up. Send for catalogues. WID-MAYER, 2312 Broadway, New York.

SAVE chain trouble by using Ball Bearing, Fiber Idler; fits Indian, R-S, Thor and Light motorcycles. Send for cut and price. A. C. MOUNT, 1158 Washington St., Elizabeth, N. J

W ANTED-Name and address of all motorcyclists. Will send our illustrated booklet of 1908 "Corson Motorcycle Specialties." MOTORCYCLE SPECIALTY CO., 258 Columbus Ave., Boston, Mass.

C URTISS single and double cylinder, 1908 models, now ready for delivery. TIGER CYCLE WORKS, 782 8th Ave., New York Distributing Agents.

I CAN make immediate delivery on all models of Reading Standard motorcycles. When you want first class repair work done send the motorcycle to me, immaterial of make. I have a few bargains in second hand motorcycles and tri-cars. GEO.

B. PIEPER, 1203 Bedford Ave., Brooklyn,
N. Y. FOR SALE—Screw cutting lathe, 10-inch, with counter shaft. All in good order, \$50. E. B. CATLIN, Winsted, Conn.

NDIAN motorcycle, with tri-car and tandem attchment, for sale cheap; will sell separately; all good condition. 510 Broadway, Saratoga Springs, N. Y.

W ANTED—To exchange small stationary gasolene engine for motorcycle. STINE & PARKS, Fremont, Ohio.

A MMETERS (adjustable), \$3.50 instruments for \$2.50 while they last; guaranteed correct. THE TIGER CYCLE WORKS CO., 782 8th Ave., New York.

I NDIAN and Thor motors fitted with pump oiler and tank, same as 1907 Indian. B. A. SWENSON, Providence, R. I.

WE REPAIR MOTORCYCLES. HURCK MOTOR & CYCLE CO., 109 N. 12th St., St. Louis, Mo.

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Volume LVI.

New York, U. S. A., Saturday, February 22, 1908

No. 22

#### **BUSY MONTH IN POPE AFFAIRS**

Report of Receivers Shows Large Volume of Business for January—Receipts from Sales a Big Item.

According to the report of the receivers, filed in the court, the cash receipts of the Pope Mfg. Co.'s Hartford factory during January amounted to \$141,382.66, while the months disbursements totaled \$129,409.91. Including \$11,284.31 carried over from December, the cash balance in Hartford banks is \$23,257.06.

The chief sources of receipts were from collection of account and notes receivable \$12,920.99, receipts from sales \$123,868.10, and from deposits by customers on orders for automobiles \$2,425. The cash disbursements were as follows: Refund of deposits received on miscellaneous undelivered orders, \$144.51; receivers' expenses and payments for purchases, \$126,248.33; premium on receivers' bond, \$200; traveling and special advances, \$825; advances for pay rolls and expenses and payments on accounts to receivers in Massachusetts, Maryland, New Jersey, Illinois, Missouri, New York, Pope Motor Car Co., \$1,992.07.

Accrued liabilities of receiver for materials, supplies and miscellaneous expenses \$36,636.89; for pay rolls, factory and office, \$7,680.15; total, \$44,317.04.

Balances due receivers of Pope Mfg. Co. and Pope Motor Car Co. in other districts, \$14,720.95.

Accounts receivable from sales of receivers, December 31, 1907, per last report, \$97,709.77; sales by receiver for month of January, 1908, \$129,409.19; total, \$227,418.96, less cash collections for month of January, \$123,868.10, and deposits credited to accounts receivable, cash discounts and miscellaneous contra accounts (\$9,483.38) \$133,351.48, leaves total \$94,067.48.

Balances due from receivers of Pope Mfg. Co. and Pope Motor Car Co. in other districts for transfer of merchandise and supplies and advances for expenses, \$6,126.29.

#### Miami Increases to Half-Million.

On Saturday last, the Miami Cycle and Mfg. Co., Middletown, Ohio, increased its capital stock from \$50,000 to \$500,000. The business has expanded so greatly—last year it showed a growth of 66 2-3 per cent.—that it became absolutely necessary to increase the working capital. Enough of it has been added for not only working purposes but also to enlarge the plant. General Manager Ballew states that an additional building will be erected which will permit of almost a doubling of the output of Racycles.

#### Hudson Adds to Its Line.

The "Washington Special" is the title of a new \$60 model which the Hudson Mfg. Co., Hudson, Mich., have added to their 1908 line. The new comer tips the scale at 20 pounds and is distinguished by a braced frame, a short brace extending diagonally from the top tube to the lower tube to which it is joined just behind the head. The equipment is in keeping with the price.

#### Shift of Fisk Branch Managers.

V. J. Lamb, who several months ago was transferred from management of the Fisk Rubber Co.'s Detroit store to the corresponding position in the New York branch, has returned to the Detroit post. The vacancy in New York has been filled by the transferral of J. B. Kavanaugh from Cleveland.

#### Emblem to Produce Cushion Frames.

The Emblem Mfg. Co., Angola, N. Y., have added a cushion frame model to their line. It will be made under Hygenic patents, a license to do so having been obtained

#### The Retail Record.

Cortlandt, N. Y.—City Cycle Co., sold out to Fred J. Tyler.

#### **BREAKING AWAY FROM TRADITION**

Hendee Discards the Misleading Term,
"Horsepower"—Indians to be Rated
by Piston Displacement.

The Hendee Mfg. Co. have broken away from the term "horsepower" and in no uncertain fashion. Their 1908 cat alog, which made its appearance this week, supplied conclusive evidence of the fact, all of the 1908 Indians listed therein being rated according to piston displacement; the horsepower is permitted to appear but in parenthesis only, the step being so radical that the time honored rating in figures nominally representing horsepower, are necessary, temporarily, at least, to satisfy the popular notion.

The 234 horsepower Indian thus becomes the "19.30 Indian," the 3½ horsepower becomes the "26.96" and the 4 horsepower, the "30.16," while the 5 horsepower twincylinder model appears as the "38.61" and the 7 horsepower twin as the ."60.32," the larger figures in each instance representing the piston displacement in cubic inches.

In announcing their adoption of the new basis of rating the Hendee people say:

"Believing that the term horsepower as used to designate the efficiency of gasolene motors is a much-abused caption, and furthermore, believing that the only true way of rating an engine of this type is by cubic measurement of its piston displace ment, we have adopted this method of distinguishing our different models. At the same time we also, for convenience to our customers, have retained the horsepower rating, as per our custom of former years. The term horsepower has been applied by various manufacturers to their engines without regard to actual power developed, and consequently has been a deception from the start. With the cubic measurement as a basis true comparison can at all times be made and a uniform standard maintained, not only one machine with another, but one make with another."

The move is a daring and courageous one. It is revolutionary in its tendencies but it will serve useful purposes and if persisted in, it cannot fail to exert far reaching influence. Than the manufacturers of the Indian, few concerns—if any—dealing with motors, are so well positioned to take the step.

The action of the Hendee Mfg. Co. in adopting the new basis of rating naturally will quicken interest in the methods employed to calculate the piston displacement of a given motor, which is not so complex as may appear to the mechanically uninformed.

Piston displacement is, in a word, merely the space covered or volume swept out by the piston at each stroke. Volume being the product of length, breadth and thickness, the measure of this quantity is the product of the piston stroke of the engine, multiplied by the area of the piston, or of the cylinder bore, which is practically the same thing. And this, in turn is the product obtained by multiplying the square of the bore by a certain factor which is known to give the area of any circle, when multiplied by the square of its diameter. This factor is 0.7854, and it is derived from the ancient calculation known popularly as "squaring the circle." Hence, to find the piston dis placement of any motor:

Multiply the cylinder bore by itself, multiply the product by 0.7854, and multiply the continued product by the stroke—both limensions being taken in inches.

If the cylinder dimensions are given in millimetres, obtain a product in the same way and multiply it by 0.000061.

Thus for a motor the dimensions of which are 3½ by 25% inches; to find the piston displacement, multiply 3½ by 3½, which gives 10.5625; multiply that by 0.7854, giving 8.2958, and that in turn by the stroke, which is 2.625, giving as the displacement 21.77 cubic inches.

Similarly, in the case of a motor rated in millimeters, for instance, as 82 by 86, the continued product of  $82\times82\times0.7854\times86=454,168.58$ . Multiplying this by the reducing constant, 0.000061, gives 27.70 cubic inches—the required result.

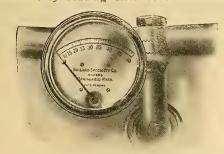
The key to remembering how the displacement of any motor may be derived lies in the one word "volume." To obtain the volume of any space, it is necessary merely to obtain the continued product of its linear dimensions. The only difficulty to be encountered lies in remembering the rule for "squaring the circle," which is, "squaring the diameter and multiply by 0.7854." Performing this operation gives the area of the piston, which multiplied by the stroke gives the desired volume.

A. H. Gits & Co., Chicago, have placed on the market two types of motorcycle belts—one a chain belt, the other of the well-known V-type.

#### SPEEDOMETER ON HANDLE BAR

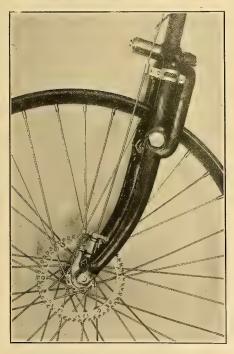
Unusual Method of Mounting the Bullard
Instrument—Has Flexible Shaft Drive
and Other Features.

Whatever may be the special advantage of a speedometer in other respects, it is of material importance that it be of such a nature as to permit of its being placed within easy reading distance of the rider,



AS APPLIED TO THE HANDLE BAR

and that its indication besides being easy to observe, shall be unaffected by vibration or shock. These features are found combined in a particularly happy manner in the new Bullard motorcycle speedometer, which has just been brought out by the Bullard Specialty Co., Springfield, Mass. The important point in the mounting of this device is that it is carried on the handle bar, directly before the rider,



HOW THE SPEEDOMETER IS ACTUATED

and so placed that he may observe it without removing his eyes from the road.

Several other advantages are brought about by this method of placing the device. The instrument itself is relieved entirely from the minor vibrations to which the fork ends are subjected and which are carried up through the fork sides as well, Further-

more, the flexible shafting through which it is driven, is only about 16 inches in length, and is practically straight, not simply when the wheels are in line, but invariably, since the fork and bars turn together. As a result of this, the extra strains which are imposed on the driving gear when the shafting is bent, are entirely eliminated in this arrangement. The accompanying picture gives a good idea of the manner in which the device appears as attached to the bars of an Indian motorcycle.

Besides being very compact and neat in appearance, the instrument is constructed with extreme care, is fitted throughout with ball bearings, and is claimed to have the smallest number of individual parts of any device of the same nature at present on the market. The scale is graduated to read all speeds up to 50 miles an hour, and the dial is inscribed with clear and legible figures.

#### Origin of the V-Type Motor.

It is a mistake to suppose that the V-type motor which is so rapidly coming into use on motorcycles is the new departure which it is sometimes held to be. As a matter of fact the first of the type so far as is known was produced by Gottlieb Daimler in 1886presumably in connection with the construction of his first tricycle, which was alike the forerunner of the motorcycle and the automobile. Within a year, others had followed his example, but the results obtained at that time were not sufficiently gratifying to warrant the continuance of the type. Daimler's first V-type motor had cylinders with axes set 15 degrees apart. In 1896, the maker's of the Peugeot and Panhard cars employed a modified form of the same design, while in 1899 and 1900 a Mors motor was built which had four cylinders arranged on the V system and totalling only about 8 horsepower. The actual practical development of the V-motor for motorcycle use did not come for several years, but the ground was already well broken when the later engineers undertook a special application of the principle to the light and low powered machine.

#### Concerning Cylinder Incrustation.

A foreign investigator has advanced the theory that the use of lubricating oils containing quantities of vegetable or animal oil is responsible for the presence of metallic copper in the cylinder incrustation which usually is known as "carbon deposits," and in which traces of that metal have recently been discovered. It is his idea that the "fatty" acids of the spurious constituent in the oil attack the brasses of the various bearings with which they come into contact, forming a small quantity of "metallic soap" which mingles with the oil and is carried past the piston and into the combustion chamber. The high heat existing during the working stroke is sufficient to decompose this substance, leaving the pure metal in the crust which is left by the impurities and heavier constituents of the oil.

#### WHY BARS SHOULD FIT THE MAN

Their Width a Large Factor in the Comfort of Cycling—Views of a Manufacturer Who Cycles.

"You know the bicycle ought to fit its rider in every way, not simply in the matter of frame height and adjustment of sad dle pitch and leg reach to give the proper pedal action, but also in the way of handle bar adjustment. This is a very old subject which appears to have lost some of its force during the past few years, although the greatest stress used to be laid on it," a few days ago said Paul N. Goodrich, manager of the Ideal Plating Co., Boston, Mass., who for many years, and in common with the other executives of his company, has been a consistent and observant cyclist, and who therefore speaks from experience.

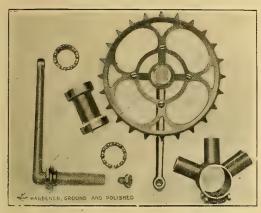
"What brought the subject to my attention again," he continued, "is the demand that has arisen in some parts of the country for bars 17 inches in width; practically nothing else is being ordered by certain of our customers, while on the other hand we still have calls for 26-inch bars. There is no way of accounting for it except on the theory that there are local fads for bars of certain widths. If so, it is not a helpful fad, and the dealers who encourage it are making a mistake.

"The general principle is that a bar should be wide enough to fit the shoulder width, that is, in such a way that the ends will barely touch the shoulder tips at the points where the grips are attached. A wider bar will tend to weaken the power of the muscles in the shoulders and neck, and cause those aches which many riders have had good reason to notice. A narrower bar will tend to contract the chest, pinching the lungs, and cutting down the breathing capacity of the rider to an astonishing degree. A bar of the proper width, on the other hand, will not develop either of these tendencies.

"If you will observe the majority of bars used, you will find that 20 inches is about the normal width, although a broad man should have a 22 or a 24-inch bar, and a narrow man one of less than 20-inch width. In looking back over the list of long distance riders, it will be found, however, that the average call was for the 20-inch bar. While the tendency toward an abnormally wide bar has appeared in some localities, reaching in some cases even to the absurd extreme of 26 inches, and in others, to the narrow 17 inch bar, taking the country over, the demand is for the normal 20-inch width. Of course, there always will be a call for freak bars to some extent, but it has been my experience that rational people usually call for a bar that will 'fit' them. and dealers who 'know their books' will encourage the use of rational bars. A cramped chest, due to narrow bars, or the discomfort, due to one too wide, can take lots of satisfaction and pleasure out of cycling."

#### Features of a New Hanger.

It might have been supposed that the bicycle crank hanger is one of the few things not susceptible to improvement. So many different patterns are already on the market, that it would seem as though it must have been reduced to its lowest terms long ago. The new Consolidated hanger, however, which is now being installed regularly in the Yale racer, pace follower, and light roadster bicycles made by the Consolidated Manufacturing Co., Toledo, O., is an ample refutation of the notion. In



CONSOLIDATED CRANK HANGER

fact it is a piece of astonishingly good evidence that "nothing is too good to improve," and the Yale people are mightily proud of it.

The particular point of difference between the Consolidated and other hangers lies in the method of constructing the double ball cup, or spool member which forms the stationary unit of the crank bearing. Instead of being built up of several pieces, as is the case with other devices of the same kind, this part is made integral, worked down from the solid bar, and turned, hardened, ground and polished in a scientific manner to afford perfect alignment for the balls.

The part is retained in the hanger by means of two bolts passing through lugs in the bottom of the cluster, and is readily removable. Its integral construction prevents any possibility of throwing the cups out of line.

The cranks are drop forged, the left hand member being integral with the axle. The latter, to which the left ball cone is screwed, is turned and finished in a lathe to ensure perfect alignment of the threads, and remove all possibility of throwing the bearings out of line through variations in the pitch. The end of the axle is milled to a double taper to fit a 11/4-inch drift in the right crank, to which it is secured permanently by means of a 5%-inch cap screw, as shown in the illustration. Like the cups in the ends of the spool, the bearing cones are made of the best stock obtainable, and are hardened, ground and polished to form the exact complement of the bearing.

#### **EASIEST WAY TO LOCATE TROUBLE**

Having a Reason for Every Operation the Main Thing—Guesswork Apt to Multiply Difficulties.

There are few disarrangements of the mechanism of the motor bicycle that are not easily adjusted, if one but knows what they are or where to look for them. The novice usually goes from one thing to another without rhyme or reason; he tightens nuts or changes adjustments with a vague hope that by some stroke of fortune he will hit on the right thing; generally he does hit on it but not until something else has been put out of commission by his aimless tinkering, and when he mounts the machine, which had actually stopped because of, say for instance, a loose battery connection, it fails to run because he has put out of adjustment the contact screw while looking for the initial trouble. He finally gets the machine going, but without learning anything from the experience. When the same symptoms are again noticed, the same lengthy investigation must be indulged in. Simply because a vast amount of tinkering in the first instance served mainly to confuse the rider as to the reasons for his trouble.

A good rule to follow is never to turn a screw unless there is a definite reason for doing it. The policy of "guessing" makes far more trouble than it corrects. Every part of a motor bicycle has a definite purpose, and to alter its position without having a thorough understanding of its functions is simply to invite trouble. Do one thing at a time; know why it should be done and then try the results before doing something else, and knowledge will be gained of the significance of the different symptoms, the disarrangement that they herald, and place one in a position to make adjustments in the least possible time without trouble and loss of patience.

#### Eccentric Type of Chainless.

To all appearances the supply of ideas for the production of chainless systems for driving bicycles is practically inexhaustable. The most recent product of the British inventive mind which comes into this class, revives the use of the eccentric. In place of the ordinary front sprocket, a large eccentric is mounted on the crank shaft and drives a long connecting rod, reaching nearly to the back end of the rear forks, where it is connected to a crank pin mounted on one of three spur gears, the third of which is attached directly to the hub.

#### Big Shipment of Kokomo Tires.

One of the largest shipments of tires made during recent years was despatched last month by the Kokomo Rubber Co., from their factory at Kokomo, Ind. It comprised an entire carload shipped to the H. P. Snyder Mfg. Co., Little Falls, N. Y.

#### IVER JOHNSON TRUSS BRIDGE BICYCLE

Send for 1908 Catalogue. It illustrates all the new Iver Johnson models and explains how in all details of structure the Iver Johnson Bicycle is far ahead of any other wheel on the market. Send for catalogue to-day.

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It means long life to the bicycle. A rigid frame preserves perfect alignments of all running parts. Saves wear and tear. Makes an easy running machine.

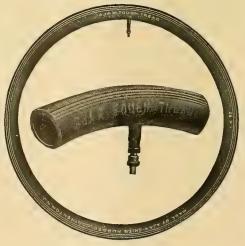
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## The Dealer or the Rider

RIDGE B

who has not made the acquaintance of



### Ajax Tires

has "something coming to him." If he is wise he will seek an introduction. For nowhere will he find a better friend than the Ajax.

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Factories: TRENTON, N. J.



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#### THE BICYCLING WORLD COMPANY

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ATMembers of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, FEBRUARY 22, 1908.

"Please send me a copy of your 'Care and Repair of Motorcycles,' for which stamps are enclosed. I am a new subscriber for the Bicycling World and Motorcycle Review and want to say that it is an interesting and as instructive a class paper as ever I subscribed for."-C. L. Bush.

#### Making Friends with Customers.

Wise cycle dealers, like wise and prosperous chefs, soon learn that their prosperity and fame depends not a little on the judicious use of the condiments. The connoisseur values the rich sauce for the delicate blending of its flavor and the variety of its ingredients, and that same "spice of life" and spice of trade is no less applicable to the satisfied customer than to the gourmand.

The purchaser who is permitted latitude in choosing his cycle equipment and who is given some intelligent and sincere advice regarding it, attains a feeling of personal intimacy and sympathy with the salesman which not alone makes for satisfaction a. the moment, but establishes a bond upon which future dealings may be based profitably. A suggestion which is applicable to

the point, is capped by the reminder of Mr. Paul N. Goodrich, given in another column, that handle bar width is an important adjunct to physical comfort in riding.

If conditions of health and comfort in riding are to be fostered by the dealer in order to help his business and extend the rational use of the bicycle, certainly it would seem the part of wisdom for him to "fit" his customers to their bicycles, just as the tailor fits his clothes-and "fitting" is the most important part of the tailor's business. The same idea, of course, applies not merely to handle bars, but to a number of other and different details.

It is less trouble to sell a machine "complete" as it stands, perhaps, than to equip it to individual specification, when the details have to be argued out in long and tedious steps. But when it is considered that every word of such argument is "making friends" with the customer, and that every bit of good advice will be remembered as a point in the dealer's favor, it appears to be a low price to pay for the customer's good will and loyalty.

#### Piston Displacement vs. Horsepower.

It is a good thing for motorcycles and motorcyclists that the manufacturer who probably is best positioned to make the move, has dared to break away from tradition and to set up a truthful and inflexible standard for engine rating.

Horsepower long has been a misnomer, which, handed down from generation to generation, has been accepted as representing a ripe and very scientific mechanical fact replete with meaning. As a matter of fact, and as employed to represent the power of a motor, it has meant largely what the manufacturer desired it should mean. It has been a term to toy with. At best, it is merely approximate. At worst, it is merely a guess and subterfuge. The indifferent purchaser of a motor has accepted the manufacturer's word as to its power; the unmechanical but observant buyer often has wondered why motors of the same rated horsepower have produced such widely different results, but usually he soon found that the term had little real meaning.

The time was ripe for some one to resolutely turn from such an untruthful, elastic and unsatisfactory standard and in taking the initiative and in adopting piston dis placement as their standard, the Hendee Mfg. Co. have made a giant's stride in the right direction, the influence and effects of which will prove far reaching. It is of a revolutionary nature, of course, but motor manufacturers generally can well afford to join in the movement that holds so much of benefit for all. The fact that a year ago the F. A. M. substituted piston displacement for horsepower in its competition rules, should assist in promoting and making easier the adoption of the new rating by other manufacturers.

Piston displacement is a known and inflexible quantity. It is incapable of guess or jugglery. It is truthful in inception and truthful in results. It is a fact instead of a fancy. It gives purchasers a true measure and index of value. It makes comparisons easy and accurate. It lends new interest and meaning to competition and its results, and more than all, it must lead to a higher development of motorcycles. For of two machines having the same displacement, the manufacturer of the one which fails to achieve results equal to the other, scarcely can rest content until he has attained that end. It is absolute and irrefutable proof that his designer or tester is lacking or that somewhere in the make-up of the machine there is something susceptible of improvement.

Piston displacement, accepted at its full value, gives the manufacturer an unfailing "line" on the men responsible for his motorcycles and will serve to keep the men on their mettle and tuned to concert pitch.

According to a Coventry paper, it is likely that several American motorcyclists will "cross over" to participate in this year's British reliability trial. If they do so, it will be in the nature of bidding good-bye to their amateur standing in America, that is, unless the British governing body alters its rules which permits amateurs and professionals to mix and to accept cash or medals at their option. The rules of the F. A. M. do not recognize that sort of shamateurism and as the Amateur Athletic Union also has ruled against the acceptance of such "amateurs," American motorcyclists and automobilists who may hereafter compete under the peculiar and inconsistent foreign regulation, now know what to expect.

"I am well pleased with the Bicycling World and Motorcycle Review. I hardly know how I got along without it. I think it is a paper every bicyclist should read." -Wm. Tenny, Jr.

#### CORRESPONDENCE

#### Prince Rises to Explain.

Editor of the Bicycling World:

I would kindly ask you for space in your next issue for the following letter. In regard to the Kansas City race which I promoted a few weeks ago: The race was for eight hours each day for six days, and that was the only race that I featured. The motor races by the local riders were looked upon as a sort of preliminary, and they took place between 10.30 and 11 p. m. each night after the six day race was finished. In regard to the exhibition given by Jimmy Hunter in place of Lawson, that was also looked upon as a preliminary.

Jimmy came with the professional riders from Boston to look after their interest on the gate, as they were riding on a percentage of the gross receipts, and it is always a custom for them to have a ticket-taker. Jimmy told me that Gussie, meaning Lawson, had decided the last moment to go to Paris and pace Walthour, as Walthour had made him a big offer, and as Jimmy had no motor with him. I said: "Well, we will cut Gussie's exhibition out, as it was only a one mile preliminary anyhow and would not make any difference to the big race.' But Jimmy said would I let him give the exhibition in case he could borrow some local motor, and I said I guess so, as I don't see it amounts to much anyhow. I think by Wednesday, if I remember right, Jimmy got the use of some local motor and asked me to let him go on for one mile. So he went on as Lawson, as none of us looked on it as any serious affair. When I say none of us, I mean the other local motor boys and the professional riders, also the reporters. I think he gave two exhibitions.

The local motor boys gave some pretty races and exhibitions, and one of the boys handled the motor races for me, as I was too busy; also because he knew them all. And when it was all over, they all wished me success, for the future, and we all shook hands and I thanked them kindly for their services. And the local press congratulated me on pulling off one of the best sporting events ever witnessed in Kansas City, and everything was very pleasant between us. The motor boys promised me when I came back to have more riders and help.

I am very sorry you looked on this affair as indicated in your last issue, as I am sure if I had looked upon my announcing Hunter's exhibition as Lawson more seriously, I would not have done so. But Jimmy wanted to make a few dollars, and I have always been willing to do anything I could for any of the boys to help along, and he only went on twice, and this is how it happened. Of course, in the future, I will watch these things more carefully and never let it happen again. JOHN S. PRINCE."

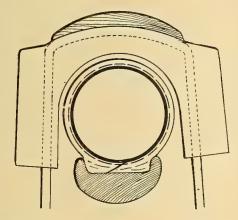
[Previous to writing the foregoing "explanation," Prince called at the Bicycling World offices to "clear up" the Kansas City affair in which Hunter was palmed off as Gus Lawson, and pitted against a local amateur. It was not an "exhibition" as Prince states. Prince also forgot to repeat in writing a vital point which had slipped off his tongue, i. e., "Jimmy said it would be all right; nobody will ever know the difference."

#### Tire Scraper for Muddy Roads.

Editor of the Bicycling World:

Since bicycle manufacturers nowadays design a bicycle as though they were in tended to be used only on clean pavements and among other things allow very little clearance between the wheels and forks, the wheelman who ventures on muddy roads soon has his troubles.

As I insist on using the biggest tires that the forks will allow, I have had considerably more than one cyclist's share of exasper-



ation in my encounters with roads coated with sticky mud. Recently my front fork began showing signs of giving away, and the new one furnished by the manufacturers allowed so little clearance that it was at once apparent that some heroic measure would have to be resorted to if I was not to be deprived of the advantage of the "fat" tire. Accordingly I devised what might be called a scraper, which as shown in the drawing, is nothing more than a piece of sheet brass cut out so as to give a slight clearance, and which is soldered to the mud guard brace. This scraper removes the mud from the tire before it gets to the fork, thereby preventing the fork from clogging and the mud from being thrown all over the machine. Instead, there is a clogging of the mud in the guard, but never does it exert a braking action as great as is the case when the fork clogs. Besides if it does become necessary to dismount, the mud can be cleaned out much more easily than is the case with a clogged fork crown, The scraper should have wings about 1 inch long extending outward and slightly downward, as otherwise the mud scraped from the sides of the tire will be thrown upward and onto the rider.

Feeling that there might be a bare possibility of some bicycle designer taking an interest in these remarks, I cannot too strongly advise that bicycles be built with ample clearance in the forks and with at

#### COMING EVENTS

February 29, New York City-Two mile open handicap at Twenty-second Regiment armory.

February 20-March 7, New York City-Champion amateur and professional meet at Sportsmen's show in Madison Square Garden, under auspices Tiger Wheelmen.

March 21, New York City-Tiger Wheelmen's annual championship home-trainer meet.

March 28, New York City-Century Road Club of America's annual dinner at Terrace Garden.

least three-quarters of an inch space between the tire and the inner side of the mud guard.

I regard 134 and 136 inch tires altogether too narrow to give the road rider the full advantage that the pneumatic tire affords. A tire 15% or 134 inches is ever so much more comfortable, draws lighter on rough or soft roads, climbs out of ruts easier, wears better and is in every way better for all around use. The difference in weight between a "fat" and a "slim" tire is mainly in the "looks."

#### THE MISSOURI KICKER.

#### Cooling and Scavenging.

Editor of the Bicycling World:

In your issue of February 8th, under the caption, "Symptoms of Defective Sparking," appears a timely article and one that is all right so far as I can see, with but one exception.

The paragraph in question is as follows: "The reason for the strong explosion following a skip is that where the ignition is at fault in this way, the gas is taken into the cylinder uninterruptedly, while the cylinder is somewhat cooled by the idle interval between explosions." If the above is approximately right then I misconstrue its meaning or, my line of reasoning is at fault.

I cannot understand why the gas is taken into the cylinder more "uninterruptedly" when the engine is missing fire than when the engine is firing regularly; neither can 1 make the cooling of the cylinder by the idle interval between explosions account for the "strong explosion" following a skip.

Supposing the engine was well warmed up (not overheated) and running at about 1,500 r.p.m., this would be 25 revolutions per second, and as the heat is not evacuated from the cylinder until at the end of the exhaust stroke, it leaves but 3-25 of a second during which the cylinder may cool before the next working stroke begins.

Next suppose the engine to be cold and we have the occasional missed explosion followed by the always strong explosion as is well known to be the case; would this not render the above theory untenable?

The gas engine being a heat motor will

(Continued on Page 747.)

#### "MAJOR" TAYLOR LOSES A LAP

Biggest Surprise of Boston's Six Days Race Marks Fourth Day—Nine of the Ten

Teams Tied.

First Day-Monday.

	wiles.	Laps
John Bedell-Menus Bedell	. 55	9
Matt Downey-Pat Logan		9
Chas. Vanoni-N. M. Anderson.		9
Joe Fogler-Hugh McLean	. 55	9
Iver Lawson-J. F. Moran	. 55	9
"Major" Taylor-Nat Butler		9
Walter Bardgett-E. F. Root		9
Floyd Krebs-W. L. Mitten		9
C. A. Sherwood-George Wiley.	. 55	9
J. T. Halligan-Dennis Connolly	. 55	9

Although several long distance races have been held upon the new 10-lap indoor track at Boston this season, in none of them has such a field of cracks started as that which lined up last Monday night, 17th inst., when what is termed a six day race started. This is the shortest of all the six-day grinds that have taken place this year, as the men will ride only two and one-half hours each night except on the final day, when they will be on the track from 2 o'clock in the afternoon until 10 o'clock at night. The total hours of riding will be 191/2, and as special prizes are offered at the ending of each hour, besides the finish of each evening's riding a lively scramble resulted from

Ten riders, representing that many teams, lined up for the start, as follows: Moran, of Chelsea; Butler, of Cambridge; MacLean, of Chelsea; Menus Bedell, of Lynbrook, N. Y.; Sherwood, of New York City; Vanoni, of Italy; Bardgett, of Buffalo; Downey, of Boston; Halligan, of Newark, N. J.; and Mitten, of Davenport, Iowa.

Bursting tires caused many falls in the first hour. At the beginning of the last mile of the first hour Fogler, the big Brooklyn rider, strung out the field in a fast sprint. Although John Bedell tried hard to overtake him, Fogler was never in much danger of losing the special prize for leading at that hour. The distance was 22 miles 7 laps.

Hardly had the crowd stopped cheering Fogler, than there was a crash and Taylor, Sherwood, Anderson and Mitten landed in a heap at the turn out of the home stretch. Mitten was the only one marked, his lips and cheeks receiving lacerations. It was a pity, too, as the good-looking little Iowan had just a few minutes before received a big bunch of American Beauty roses from a party of admiring girls in one of the boxes.

Halligan, the erratic Newarker, whose greatest distinction lies in the fact that has once been abroad and now styles himself the Canadian, several times tried to steal a lap in the second hour, but the seasoned veterans made short work of his grandstand playing. In a well timed sprint Walter Bardgett, of Buffalo, won the prize for the second hour by less than a foot from

Patrick Henry Logan, his late partner in the New York six day race.

In the last half-hour Menus Bedell sprang a surprise when he opened a gap of 30 yards on the field. Matt Downey was soon in pursuit and after overtaking the Long Islander the pair swapped pace until they had increased the lead to a third of a lap. Bardgett came up fast while Bedell and Downey had some little argument about exchanging pace and the gain was lost. Thirty seconds more and Halligan and Connolly would have been tagged.

Moran set the pace for the opening laps of the last mile and to many it looked as though he was helping "Major" Taylor. It did not make much difference if he was for at two laps to go John Bedell, who has improved wonderfully in the last three weeks, jumped and left Moran and the negro anchored. Downey and Vanoni went after the flying milkman, but the best they could do was to trail him across the tape.

Second Day-Tuesday.

	Miles. Laps.
"Major" Taylor-Nat Butler	104 2
John Bedell-Menus Bedell	. 104 2
Walter A. Bardgett-E. F. Root.	
C. Vanoni-N. M. Anderson	
Iver Lawson-James F. Moran	
Joe Fogler-Hugh MacLean	
Matt Downey-Pat Logan	
Floyd Krebs-W. L. Mitten	
C. A. Sherwood-George Wiley.	
J. T. Halligan-D. Connolly	. 104 2

"Major" Taylor, the dusky whirlwind from Worcester, caused the "fans" to sit up and take notice when he won the sensational final mile at the end of Tuesday night's racing. With one lap to go the rejuvenated negro jumped Bardgett, who looked an easy winner, and won by about three lengths over Menus Bedell, who had moved up into second position.

On Monday night Taylor did not show up well in the final mile, as he was suffering somewhat from a fall, so on Tuesday night the crowd did not think the negro had a finishing sprint in him. With that idea in view Moran took Bardgett for the last mile and for half the distance made some of the cracks look like novices. Three laps from the tape Moran turned Bardgett loose, but Taylor, who had been receiving the benefit of Bardgett's pace, jumped at the beginning of the last lap and left Bardgett way behind. Menus Bedell nipped Bardgett at the tape for second prize.

During the two and one-half hours of riding, Moran, Downey, Fogler, Vanoni, Lo gan and the Bedells made several attempts to get away. On one occasion Logan had 60 yards, when Anderson punctured and fell, and at another time John Bedell and Matt Downey had almost a third of a lap when an accident brought out the red flag and sprinting was at an end.

The pace was moderate until the pistor sounded for the final mile of the first hour. Sherwood had an excellent position, trailing Bardgett when real sprint began at a quarter of a mile to go. The Buffalo crack gave the young New York broker a hard

ride for three laps, but Sherwood possessed a finishing jump that carried him across the tape first, but only by a few inches.

John Bedell humbled Joe Fogler in the sprint for the special prizes for the second hour. Fogler had a good position and led at the half, but Bedell went by at three laps from home and Fogler had to content himself with second in a blanket finish.

As an added attraction Carl Ruden and Charles Turville rode a two miles race on pacing machines. Turville had the disadvantage of the outside position and Ruden got the decision by six inches. Time, 3:173/5.

Third Day-Wednesday.

	Miles.	Laps
Joe Fogler-Hugh MacLean	. 154	9
John Bedell-Menus Bedell	. 154	9
Matt Downey-Pat Logan	. 154	9
Iver Lawson-James F. Moran .	. 154	. 9
Walter Bardgett-E. F. Root	. 154	9
"Major" Taylor-Nat Butler	. 154	.9
C. A. Sherwood-George Wiley .	. 154	9
Floyd Krebs-W. L. Mitten	. 154	9
C. Vanoni-N. M. Anderson		9
J. T. Halligan-D. Connolly	. 154	9

This "six-day" race is unusual. The third night passed and not one of the ten teams that started on Monday night has lost a lap, which shows how evenly they are matched. The men covered 54 miles 9 laps, and had it not been for the time devoted to the motor race, which was considerable, the riders would have made record mileage for the night.

Attempt after attempt was made to steal a lap, and on one occasion only a bad pickup by Menus Bedell and a fall by Hugh MacLean prevented. Repeated efforts had been made by Halligan, Moran, John Bedell, Downey and others to get away, and many of the sprints lasted for several miles. Shortly before 9:30 o'clock Halligan tried to get away but was overhauled by Moran, who immediately set a terrific pace. After the field was pretty thoroughly tired Menus Bedell let loose. The bunch was flabbergasted and before it could recover composure sufficient to get in motion Menus had delivered a lead to his brother, John, who widened the gap. Menus was too anxious to relieve again and a bad pick-up, together with a fall by MacLean, which brought Connolly down with him, put an end to the wild scramble.

Fogler showed great improvement and not only took the prize at the end of the first hour, but captured the final mile also. "Major" Taylor added to his bank account by finishing in front at the end of the second hour.

The final mile of the evening had all the stake horses in line, including Fogler, Menus Bedell, Taylor, Lawson, Sherwood, Bardgett, Anderson and Downey. Anderson set the pace for a few laps, with "Major" Taylor trailing. Downey was in third place, Bardgett fourth and Fogler fifth. Anderson was apparently pulling the negro, while Bardgett was doing the same for Fogler. He probably made it too hard for Taylor for at three laps to go Bardgett car-

ried Fogler by and made the going all the harder. At one and one-half laps from the finish Matt Downey attempted to pass Fogler, but the latter jumped Bardgett and got the pole, winning by a length from Bedell, with Downey third and Lawson fourth.

The two mile pacing machine race between Turville and Ruden, resulted in a win for the former in 3:15.

Fourth Day—Thursday	
Miles.	Laps.
Iver Lawson-James F. Moran 206	0
John Bedell-Menus Bedell 206	0
N. M. Anderson-Chas. Vanoni 206	0
Matt Downey-Pat Logan 206	0
Walter Bardgett-E. F. Root 206	0
C. A. Sherwood-George Wiley 206	0
Floyd Krebs-W. L. Mitten 206	0
Joe Fogler-Hugh MacLean 206	0
J. T. Halligan-D. Connolly 206	0

"Major" Taylor-Nat Butler .... 205

Quite the biggest surprise of the race, to the public, but not to the riders, occurred on Thursday night. After the wildest sprint up to that time old Nat Butler and his negro team mate, "Major" Taylor, were one lap behind the field, leaving nine teams tied for the lead. It was a surprise to the general public to see Taylor get lapped, but not to the riders who thought all along that when a long hard sprint started the negro would not have the vitals to stand up under it. The Worcester whirlwind could show many of them the way in a short sprint, but they "had it on" him, when the punishment began. Another surprise was that Halligan and Connolly survived.

There were several little warning jumps during the first hour, that gave the crowa premonition that something interesting would happen before the night's racing ended. Taylor took the first hour prize from Bardgett after a lively tussle, with Anderson third.

It was in the middle of the second hour that the "big doings" commenced. Pat Logan touched off the fuse that resulted in the first explosion of the week. It was just before 9.30 when the field had been loafing for several miles, that Logan saw his chance and jumped out to a big lead. Fogler was the only one to connect with the South Boston orator's rear wheel, and the pair went out to a quarter of a lap ahead. The bunch had no more than slowed before Menus Bedell let loose. He was brought down quickly but repeated, and this time opened a gap before Logan and Fogler overhauled him. The trio then attempted to make a lap. Logan tried to jump, but Fogler got him.

The field began to slow up but it was plainly seen that Butler was in distress and Taylor was hustled on the track. The pack of six day wolves saw that Taylor was slow in tacking on and they started to give the negro a dose of punishment. Moran tried to stall the field, but it was no use. The sprinting blood was hot and when it cooled Taylor had a lap less than the others.

The final sprint was good. Halligan set the pace for a while with Anderson trailing and Taylor behind. On the sixth lap Anderson took the lead and Bardgett got next, with John Bedell on his rear. This order was maintained until the last lap, when Iver Lawson jumped out of the ruck and won by a good margin, with Bedell second and Anderson third. The two-hour sprint was won by Bardgett, with Logan a close second, and Anderson third.

Albert Champion, the old professional pace follower, made his re-entrance by riding a two mile exhibition in the fast time of 3:243%. Considering the fact that Champion has not ridden in a long time he made an excellent showing and it is prophesied that he will defeat Nat Butler, when the pair meet in a match on March 7th.

Although the attendance figures have not



TAYLOR, WWO LOST A LAP

been given out the seats have been filled and the arena packed each night. The riders should do well, as they are riding for 45 per cent. of the gate.

#### Poor Day for Americans in Paris.

Walthour was defeated in the hour paced race at the velodrome d'Hiver, Paris, 9th inst., by both Darragon and Contenet. In the hour the world's champion covered 78 kil. 523. Contenet was second, eleven laps behind, and Walthour 19 laps back of the winner. Jacquelin had a good day, winning the international scratch and his two heat match against Dupre. Oscar Schwab finished second in the lap race and got fourth in the scratch. Hedspeth was unplaced in the heats.

#### Cameron to Ride at Olympic Games.

Entries for the cycling events in the Olympic games to be held in London next summer close on Friday, June 12th. It is not certain that America will be represented in the bicycle races, but the probabilities are that George Cameron, of the Irish-American Athletic Club, will be numbered among the sprinters. Cameron has improved noticeably since he has been riding at the indoor track, Boston, and seems the most likely candidate. The New York

Athletic Club may decide to nominate William Vanden Dries, although no announcement to that effect has been made.

#### Runaways Who Were up to the Minute.

John Ebner and John Dalton, two Los Angeles (Cal.) lads, have run away from home, using as their mode of escape, not the traditional "side door Pullman" of the dime novel, but a modern motor bicycle which the first-named John purchased surreptitiously on the eve of their departure. Mother Ebner happened to be on her way to visit a sick relative in Texas, at the time of the disappearance, and Father Ebner was at work at the paving plant where he earns the family's daily provender, so that the youths had ample opportunity to collect their arsenal, pack their favorite literature and make their "getaway" undetected. When last seen they were burning up the dust on the Texas trail, one John in front as pilot and engineer of the expedition, and the other John doing guard duty behind, on an improvised tandem attachment. Ebner's and Dalton's folks are very anxious to obtain tidings of their whereabouts.

#### Walthour to Keep Out of Germany.

Robert J. Walthour has declared himself. He states that he will not ride in Germany this season, but will remain in Paris, where he is at the present time. "As to Germany," says the American pace follower, in discussing future plans, "there's nothing doing for me. I've been at the game too long not to know what is really dangerous, and I don't want my name to figure in the death list." All of which may be true, but it is remarkable, in view of his experience in the game, that Walthour has just discovered this fact.

#### To Build Track in Pekin-Maybe.

And now the "heathen Chinee" are going in for bicycle racing! According to advices from Paris a 333-metres track actually is in course of construction in Pekin. The Ciel brothers, who are promoting the project, believe that considerable money is to be made in bicycle racing in China. There are more than 700 racing cyclists in Pekin who have hitherto confined their efforts to racing on the road. The track will be banked for a speed of 50 miles an hour.

#### Dahnke Heads the Agawams.

Officers have been elected by the Agawam Wheelmen, of Union Hill, N. J., as follows: President, Charles Dahnke; vice-president, John Diegler; financial secretary and treasurer, Albert Freche; recording and corresponding secretary, Walter Dietz; captain, John Gross.

#### Here's a Track Right in Boom Itself.

A new track is now in course of construction at Boom, near Antwerp. The surface will be of cinders for the first year and cement afterwards. It is the same size of the Buffalo track at Paris—330 yards to the lap—and will be opened Easter Sunday.

#### JOHN BEDELL BREAKS A RECORD

New Figures for Ten Miles—Fogler and Butler Shut Out in Fast Trial Heats at Boston Velodrome.

John Bedell, of Lynbrook, L. I., broke the world's 10 miles competition record at the indoor track at Boston Saturday night last. 15th inst. In a blanket finish with Walter Bardgett and Patrick Henry Logan, Bedell finished first in 20:043/5, which is a world's record for the distance. The old record was held by W. E. Samuelson, in 21:293/5, and has stood since August, 1904. Bedell and Bardgett were easily the stars, Bardgett capturing the half mile handicap from Matt Downey by such a narrow margin that the latter rider protested the decision. The meet was the best that has been held on the new indoor track and the going was so fast that such sprinters as "Major" Taylor and Joe Fogler were shut

The ten mile open for professionals was probably the hardest race ever witnessed in Boston. It was a heart-breaker from the start, but what caused the most excitement was a lap steal in the third mile. Anderson, the Danish sprinter, started the trouble, when he jumped and started to circle the field. John Bedell, Bardgett and Logan jumped after him and in a wild sprint the four gained a lap. No sooner had the pace eased somewhat than Matt Downey uncorked, and with him went Fogler. The pair failed to score, however. At seven miles the hard pace had reduced the field from twenty starters to eleven survivors. Halligan then started a crazy jump and the wild chase was gone over again. This last scrimmage "cooked" Major Taylor, and the negro stopped. John Bedell pedaled a heady last mile. He rode the ten laps in front but with his brother Menus to protect him from the rear. Menus finished in front of Bardgett, but the latter being a lap ahead took second money. Logan was third, Anderson fourth, Menus Bedell fifth, and Joe Fogler sixth. The time, 20:043/5, as stated, is a record.

The half mile handicap was a great contest, Fogler and Taylor being shut out in fast trial heats. Taylor's heat was covered in 58 seconds, while Fogler's was in 593/5 seconds. Krebs was the virtual scratch man on 15 yards in the final, with Mitten on the limit, 55 yards. At two laps to go Bardget let go his jump, and with Matt Downey trailing, started for the tape. The last lap was a gruelling battle between these two, but Bardgett reached the line about an inch in advance of Downey. The South Boston rider protested but to no avail, the judges' decision in the matter of placing the men, being final. Krebs finished in third place.

George Cameron, the New York rider, who is expected to represent the Irish-

American A. C. in the Olympic games, tried to make a runaway of the five-mile amateur open, and for three-quarters of the distance the field did look cheap. Hill, of Watertown, kept at his task, however, and overhauled the New Yorker at the bell. Hill won by three lengths from Cameron, with Currie in third place and McKinnon fourth.

Hard luck lost the paced race for James F. Moran. Nat Butler, of Cambridge was the milkman's opponent in three five mile heats. Both riders got away in the first heat without incident and at four miles Moran had a slight advantage over the veteran Cambridge rider. The speed was so fast that both men lost their pace in the last mile. They regained the rollers of their respective machines and fought the last half mile with every ounce of energy left in them. Moran proved the stronger and won by a quarter of a lap in the fast time of 8:09%.

A punctured tire caused Moran's downfall in the third mile of the second heat, when he was leading by 40 yards. The heat was given to Butler. The same thing happened in the third mile, and Moran was picked up in a groggy condition. As he was unfit to continue the race was awarded to Butler. This makes Butler's second win on a fluke this season, having gained a decision over MacLean some time ago for the same reason.

The summaries follow:

Ten mile open professional—Won by John Bedell, Lynbrook, N. Y.; second, Walter A. Bardgett, Buffalo, N. Y.; third, P. Henry Logan, South Boston, Mass.; fourth, N. M. Anderson, Denmark; fifth, Menus Bedell, Lynbrook, N. Y.; sixth, Joe Fogler, Brooklyn. Time, 20:043/5 (world's record).

Half-mile handicap, professional—Won by Walter A. Bardgett, Buffalo (25); second, Matt Downey, Boston (35); third, Floyd Krebs, Newark (15). Time, 1:01.

Five mile open, amateur—Won by Fred Hill, Watertown, Mass.; second, George Cameron, New York City; third, Joe Currie, Boston; fourth, J. J. McKinnon, Boston. Time, 12:23½.

Five mile motorpaced match, professional—First heat won by James F. Moran, Chelsea; second, Nat Butler, Cambridge. Time, 8:093/5. Moran fell in second and third heats and the race was awarded to Butler.

#### Promise of New Track at Atlanta.

Atlanta, Ga., is due for a revival of bicycle racing, according to reports from the southern city. Gus Castle, the dealer and promoter, is arranging for a fifteen mile road race to be held on May 30th. Atlanta is to have a new bicycle track, according to Castle, which probably will be built in March. An endurance contest for motorcycles is planned for July 4th, to be not less than 200 miles over selected roads, in which gold medals will be awarded to the perfect scorers and survivors.

#### FUTURE OF IRVINGTON-MILLBURN

Uncertain Outcome of Conditions Affecting the Historic Road Race—Bay View Wheelmen Face a Dilemma.

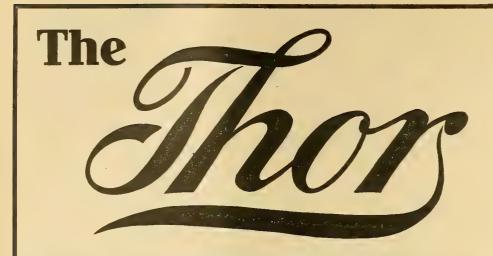
Although it is yet early the question of the future of the historic Irvington-Millburn road race has been the cause of considerable agitation in the Bay View Wheelmen, of Newark, who have conducted the classic event for a number of years. The club has discussed the race several times and at a recent meeting action as to whether the club would again conduct the race was deferred until a committee appointed to investigate the situation could report. One thing was decided, however, and that is if the Bay View Wheelmen do decide to hold the race it will be an unsanctioned affair, and will in consequence, be no kind of a race at all.

Its friends say that the Irvington-Millburn race was not held last year—that the road race held on the course on Decoration Day was not the "real thing." It was an outlaw affair and no well known riders took part in it; also the race was a loss financially and did not attract the publicity that has centered around the famous Irvington-Millburn.

The Bay View Wheelmen are most unfortunate in that they have, at the present time, at the head of their race committee a man who held office in an outlaw flare-up that died quickly and easily and left but few mourners. As the chairman of the Bay View Wheelmen's racing committee is very much nettled over the unfortunate outcome of this project, he does not favor securing a sanction for the Irvington-Millburn from the National Cycling Association, the body which control all bicycle racing in this country. His antagonism is believed to have been the cause of the club's decision to run the race without a sanction.

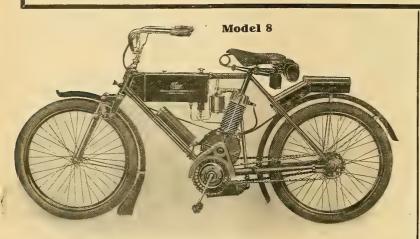
With prospects of a new board track in Newark this season the Bay View Wheelmen will, it would seem, hardly be justified in biting off its nose to spite its face, which is what it would amount to if the club held an unsanctioned race on Decoration Day. The National Cycling Association now has 309 registered road riders, so it is difficult to see where an unsanctioned race would draw its riders from. Those riders who competed in the unsanctioned race last year are still on the suspended list, and a repetition of the offense would keep them out of all open competition for practically the entire season.

As the race cannot be conducted successfully without a sanction from the National Cycling Association, and as the Bay View Wheelmen do not seem anxious to secure that, the indications are that the classic event will not be held this year. Its future will be decided, however, at a meeting to be held on Saturday next, 29th inst.



## HIGH C

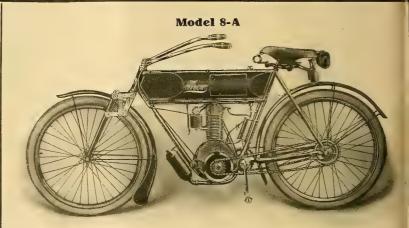
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Model 8 gives the rider a reliable mount. It is equipped with the Thor 21/4 H. P. Motor, chain drive, improved tank construction and design that will not interfere with lowering of saddle if desired.

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Model 8 A, the best value obtainable. It is equipped with the Thor 3 H. P. improved Motor, geared transmission, ball bearing—reducing friction to a minimum and thereby increasing the power to a maximum. Improved frame contraction allowing a comfortable position while riding. AURORA Spring Fork.

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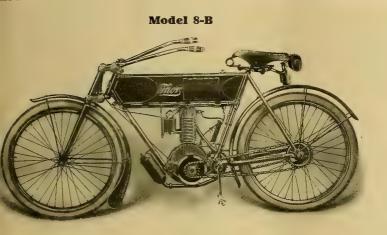
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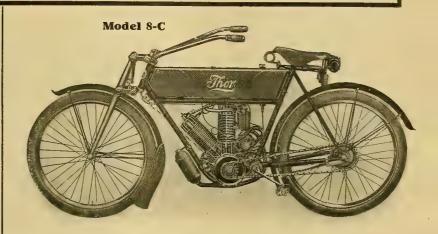
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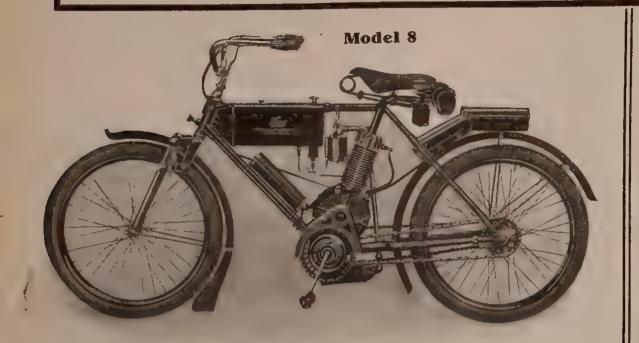


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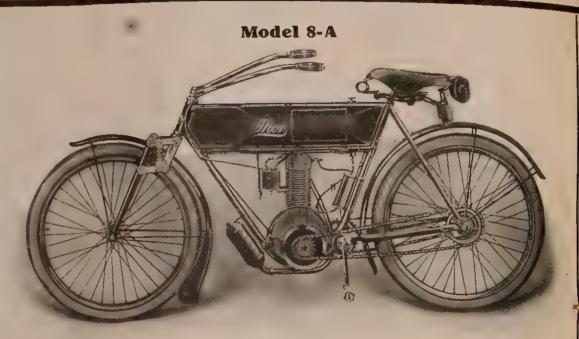
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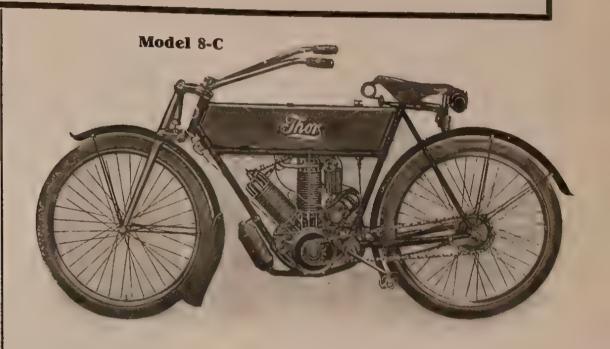
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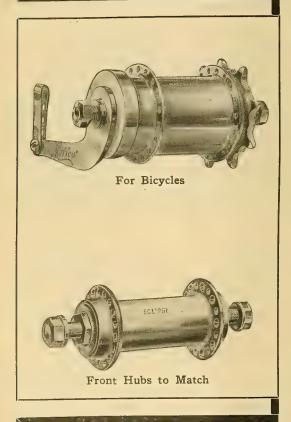
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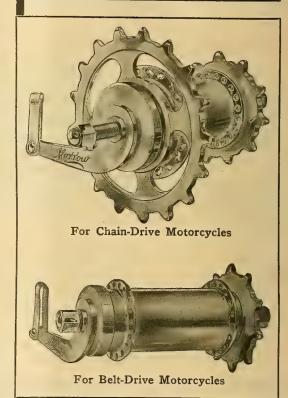
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ELMIRA, N. Y.

#### THIS LOOKS LIKE A HARD GRIND

But It is Neither a Home Trainer Contest nor Tool Sharpening—Quaint Prank of Two Cyclists.

That things are not always what they seem is exemplified by the accompanying illustration, which at first sight suggests a "home trainer paced race." At sight and a half or maybe second sight the impression may be gained that some one with an axe to grind, or to be exact a pair of handle bars, is adopting a unique motor power to accomplish the purpose, but as closer inspection shows that the happiest expression

the race was 1333.33 metres, the heats being at 666.66 metres. It took 34 trial heats. 6 repechege heats and four semi-finals before twelve riders lined up for the last heat. The winner was Andre Perreaud, who beat Charles Betemps by three-quarters of a length.

#### To Bring F. A. M. Meet to New York.

The first step toward holding the annual meet of the Federation of American Motorcyclists in New York City probably will be taken early next month. The intention is to call a meeting of all F. A. M. members in New York at which "The F. A. M. 1908 Meet Club" will be organized and which will exist solely to conduct the meet; immediately it is over it will wind up its affairs. At the



MIGHT BE A GRINDING PACE-BUT IT ISN'T

is on the face of the man who appears to be doing the heaviest work, it is fair to assume that this also is erroneous.

In fact it is a photograph of A. O. Vierck of the New York Motorcycle Club and proclaims him the fortunate possessor of a grind stone, a pair of handle bars and a friend who owns a bicycle. The arrangement of the "stage settings" is unique and permits of one of those unusual photographs that arise from a fertile brain and an eye keen to humorous situations.

#### One Thousand Starters in a Race.

Probably the most inspiring race in years was that held on the Parc des Princes track, Paris, Sunday, 2nd inst. On that day 1,002 boys started—not entered—in a race that had only ten prizes in it. It was the most wonderful thing in years. The race was gotten up for the messenger boys of the telegraph and telephone companies of Paris, and more than 1,500 young riders entered, but of this number "only" 1,002 appeared for the start. The distance of

meeting in Providence, R. I., last summer, some of the New York members gave notice that they would apply for the privilege of holding this year's meet and it is practically assured that New York's application will have no opposition.

#### Bicyclists for Guardian Angels.

In Paris, they are all on the lookout for the new "Automobilists' Guardian Angels," who have only recently come into being. These are the new scouts of the Association Générale Automobile, who are mounted on bicycles, and whose duty it is to warn motorists whenever they are observed violating any of the police ordinances, such as driving smoking cars, exceeding the speed limit, or otherwise transgressing the regulations of a city which is far more strictly regulated than is commonly supposed. The cyclists carry a special form of signal by which they can indicate to the erring chauffeur just which of the many sins he is committing, and their efforts are expected to greatly reduce the number of arrests.

#### TO PROMOTE PLEASURE CYCLING

Tours and Week End Jaunts Included in New Program of the New Jersey Division, C. R. C. of A.

Touring and pleasure trips will be given as much attention as century and long-distance riding by one of the divisions of the Century Road Club of America, in pursuance of the policy advocated by President Early. This announcement was made by the New Jersey Division this week, at its first meeting of the year, at which State Centurion Emil Leuly presided. Chairmen of the various committees were appointed as follows: Touring, H. E. Fischer; centuries, O. J. Nelson; racing, Frank MacMillan; road records, Fred Peterson; membership, Charles F. Hansen; press, E. L. Groff. P. J. Sheary was nominated deputy centurion and Groff was unanimously elected captain.

President Early's policy will be to encourage touring, pleasure rides, and week-end jaunts, as well as century and mileage riding, but he will leave it to each division to arrange its own program.

It is apparent that the New Jersey Division will follow an aggressive campaign. While a definite program has not been made as yet the officers have let it be known that many week-end tours will be held during the season, and as Decoration Day and Independence Day both fall on Saturday, there will be ample opportunity for several pleasurable tours. A two weeks trip to Buffalo and Niagara Falls also is on the tapis.

The speed merchants are preparing for city-to-city record trips. Early in June, Fred Peterson, Fred E. Mommer, A. H. Seeley and several other riders will try for the New York to Philadelphia and return record, while "Plugger" Perreault, of Massachusetth, in company with President Early will again attempt to break the Boston-New York record. This time, however, they will be paced by bicycles, instead of motorcycles.

The New Jersey Division will, as usual, give two gold medals, one for the member riding the most centuries during the year, and the other to the member making the greatest mileage. President Early will do nate a gold medal for the annual championship events, consisting of a series, the winner to be decided by the point system. The division expects to conduct short runs every Sunday possible, and will feature short races at the dinner stop.

#### Chicago Motorcyclists Organize.

The Lake View Motorcycle Club has been organized in Chicago with the following officers: President, S. Dowd; vice-president, William Hogel; secretary, Leo Kehl, treasurer, Fred Holzworth; captain, Henry Hoffman.

#### **CHARM OF BOHEMIAN RAMBLINGS**

Jock Sounds Anew the Praise of Touring— What is Needed to Create a Healthy Spread of Wanderlust.

"Though not one of that despondent band who rend the air, or, what is worse, spoil good paper and ink with their lamentations over the decease of cycle touring, I must confess that this branch of the pastime—'the backbone of cycling' we used to call it in the old days—does not appear to be in the flourishing and healthy state it deserves." writes Jock, in the Scottish Cyclist. "I do not think there is any falling off in the number of men who go a-touring, but I am quite sure the number is not at all proportionate to the magnificent strength of the great cycling army.

"In urging this I make due allowance for the many to whom the perhaps somewhat selfish delights of such Bohemian ramblings must of necessity remain a closed book. Of such are the family men, men with possibly an ever-increasing string of olive branches, who-God bless them!-feel it incumbent upon them, possibly a pleasure to boot, to devote their few brief days of respite from life's dull grind in helping the good wife to look after the bairns. Such men are the quiet heroes of life. They, like others, have visions of glories aflood and afield, but with a wondrous self-denial they put such behind them, and calmly give up their leisure mo ments to rearing a race that ten years hence will regard them as back-numbers, talk of them as the "old man," and generally pose towards them as the superior side of creation. These hostages to fortune, as the worthy Bacon with far-seeing wisdom once termed them, are not, of course, the only obstacles in the path. There are others, though I think there are none more serious and more permanent than those which follow in the train of matrimony. There is that atrocious and disreputable bane, impecuniosity, which undoubtedly afflicts the cycling brigade in hardly less degree than the rest-the non-cycling section of humanity; while there must not be overlooked those others whose impoverishment lies rather in the direction of little leisure than in the scantiness of their purses' contents. These are all good and proper reasons, sufficient to justify any man for abstinence from the pleasures of touring; but when the most liberal allowance has been made for all such difficulties, we are face to face with the fact that there still remain a vast army who do not tour, never have toured, and have not the slightest intention of touring in the days to come.

"To the enthusiast such apathy verges on the inexplicable, because the enthusiast knows from experience the happiness that lies in store for the man who, shaking the dust of conventional holiday-making from the feet, betakes himself to the broad highroad or the narrow tree-shaded lane with a pair of humming cycle wheels beneath him.

"Think of the possibilities that lie in wait for the man with a bicycle. In these islands we have a system of road communicationhighway and byway, lane and footpathwhich for completeness is unequalled in any quarter of the globe. If a man favors the broad highway he may traverse the land from end to end, from shore to shore, in any direction, and there will roll before and behind him a road invariably good in surface, and, with few exceptions, easy in gradient. He will visit towns of importance, and learn from actual contact with the inhabitants the extraordinary complexity of the habits, manners, and speech of those who rank as his fellow-countrymen. will make acquaintance with places and people hitherto known to him only through the printed page or hearsay, and even though his wanderings never extend beyond the limits of his own land he will find unending variety from day to day. Further, if imbued with the tolerant and sympathetic spirit of the intelligent traveler, he will return therefrom with a broadened mind and a fund of pleasant reminiscences on which he will be able to draw for many a long day to come. Perhaps, however, the busy haunts of men may lack attractiveness. Then let him forsake the broad way and hide himself in the seclusion of the lanes. He will probably miss the great towns, or most of them, but he will make ample amends for the loss in discovering the Sleepy Hollows and the Little Pedlingtons which to the railway traveler must usually remain unknown. The road surface may lack the smoothness of the main routes, and some prodigious ascents and descents may have to be tackled in the day's work, but such drawbacks are more than compensated by the additional beauty of the scenery which almost unfailingly attends them. Regard it as you will, touring is an endless source of pleasure, and a liberal education besides. Why, then, do so many stand aside, and when the holiday period arrives devote themselves to the vulgar routine of life at some holiday resort, with its over-dressing and its under-dressing, its char-a-banc trips, its shillingsworth of sea-sickness, and its tenth-rate entertainments; or perhaps, as a variation thereto, to a mad rush round some stereotyped itinerary of show places with a horde of strangers, under the direction of a guide? Can there be any two opinions in the cyclist's mind as to where lies the gold and where the dross?

"The cycle tourist, if he will, may avail himself at any time of all the pleasures offered by a popular watering place, and he has all the show places within riding distance at his disposal if they have attractions for him. On the other hand, he has great privileges peculiar to himself and his kind alone. No spot need detain him when its interest is exhausted, he has or need have no program to bind him, no trains have to be caught, he may pitch his tent far from

the track of the railway, and feel an independence only to be equaled by the wayside gipsy.

"That men should thus ignore the substance of enjoyment for the shadow is, I must confess, to me a mystery; but every result must have a cause, and the non-touring cyclist must have his cause, like everything else. I am inclined to attribute it largely to lack of initiation. There are many—I believe they comprise the majority—men in this world who may easily be induced to follow the strangest enterprises, but who will never be found in the van in the most modest undertaking.

"Let some resolute spirits plan and complete arrangements for a club tour, and Tom, Dick, and Harry will run hot-foot to join the party. After it is all over, Tom, Dick, and Harry will willingly acknowledge that cycle touring is the best of all ways of spending a holiday, and when the next holiday comes round, unless another resolute spirit comes forward, they will discard the wheel and be found once more among the indolents at some crowded haunt by the sea. They find it, in fact, so much easier to follow the crowd in a rut common to all than to be driven to the necessity of forming original plans for themselves. To stray from the beaten track into the paths of unconventionality is too fearsome an undertaking to attempt unless some more enterprising soul leads the way, accepts all responsibilities, and smooths all difficulties from the road. Something of this kind, I verily believe, constitutes the main reason for so many men discarding the bicycle when holiday time comes round.

When bicycling was comparatively new, when one could only practice it perched giddily aloft on the saddle over a wheel of huge diameter, the pastime attracted mainly the adventurous, just the class to whom touring explorations would directly appeal. In those days, consequently, we were al most all tourists-in intention if not in act; but to-day the adventurous crowd, who are not a whit weaker in numbers than of yore, are surrounded by a still greater crowd who are not gifted with the touring spirit. In the olden days these people did not cycle, now they cycle but do not tour, and unless the way is made specially easy for them, tour-as the cyclist tourist understands the word-they never will."

#### The Three P's Plan Outing.

That unique club, the Three P's (Purely Pleasure Pedalers), which was formed last year to hold pleasure runs and tours and which held only one outing, that at City Island, has not gone out of existence, as may have been supposed. Although the present weather does not suggest touring the officers of the Three P's are mapping a schedule of runs and tours for the forthcoming season, and will start with a two days' tour to some interesting, out-of-the ordinary place. The first week-end tour will take place as soon as the roads become ridable.

#### **NEW MANAGER IN SALT LAKE CITY**

Redman Succeeds Chapman at Salt Palace Saucer—Specifications for Chapman's Salt Air Track.

Iver E. Redman, who once was a fairly good amateur but could not keep in motion with the fast professionals, has been promoted. Like John Chapman, Redman has "risen from the ranks" of ordinary pedal pushers to the exalted position of a man ager. The announcement has just been made that Redman is to manage the Salt Palace saucer at Salt Lake City, for two years conducted very successfully by Chapman, and before that by Harry B. Heagren.

The news comes somewhat as a surprise. It was known that Redman was after the plum, but as several other persons with infinitely more influence also wanted to manage the Salt Lake saucer, it was not thought Redman had much chance in the running.

As Redman and Chapman are warm friends it is thought that the selection of the former for the Salt Lake track will bring about harmony between that track and the saucer that will be built at Salt Air, a nearby pleasure resort, and which will be managed by Chapman. It has been announced that Chapman and Redman will work together to secure attractions and that the meets will not conflict with each other. On holidays one track will hold its meet in the afternoon, and the other in the evening.

The new track at Salt Air is now a certainty, as the contract has been let by the Salt Air Beach company. The specifications call for a solid concrete footing upon which the superstructure and large truss frame to hold the roof will rest. The entire track will be inclosed, entirely surrounded with windows, which can be taken out in the summer, and the large skeleton or steel frame will much resemble in structure that of the dancing pavilion. A row of poles at equal distances between the seats and the outer edge of the track will support the immense steel truss which holds the roof and the latter will be covered with some durable and weatherproof roofing. The concrete work will extend far enough into the cround to be entirely safe as far as being washed out by the water of the lake, and the bottom of the track will stand about 8 feet above the present level of the lake. The bicycle track proper will have a surface 16 feet wide with a 12-foot running board at the pole where the riders may mount and dismount from their wheels, and where motors can secure a good start before taking the steep banks. The track will be banked to a pitch of about 46 to 47 degrees. The arena of the track will be lowered 2 feet below the running board of the track, and will be provided with seats for any and all those who prefer to sit there. The entrance to the arena will be from underneath the track, and no one will be allowed to cross the track at any time, which will eliminate all danger of persons being injured by the riders upon the track, and people may come and go without interfering with the racing. The seating capacity around the track will be 3,000, and for special occasions, as many more can be seated in the arena. Electric lighting will be one of the features of the inside and the track will be illuminated in such a manner that there will be no shadows, and the lighting will be as bright as electricity can make it. The track will be located south of the pavilion.

The contractors commenced work on Monday and expect to have the big auditorium completed by May 1st, although the contract gives them until May 20th to complete the work. The first meet at the Salt Air saucer will be held on the afternoon of May 30th, the Salt Palace saucer opening in the evening of the same day.

#### Motorcycle Events on Florida Beach.

Due largely to the persuasiveness of W. H. Wray, who is anxious to again try out his Peugeot racer, and who promised to secure other entries, the Automobile Club of America, which this year is in charge of the Ormond-Daytona Beach speed carnival, this week added four motorcycle events to the program, as follows:

One mile flying start, free for all. One mile record trials. Five miles for motorcycles under 30½ cubic inches piston displacement. Ten miles for motorcycles not exceeding 61 cubic inches piston displacement. The entry fee for each event is \$10.

The carnival will occur during the week March 2 to 7, and in all probability the motorcycle events will be run on the first day. They have been sanctioned by the F. A. M. and will be limited strictly to registered riders

#### Bay Staters to Try Rollers.

That cycling enthusiasm is very much alive in Massachussetts is evidenced by the fact that considerable interest is being taken in the home trainer meet to be held in Whitinsville, Saturday night, 29th inst. At the last meet, Whitinsville riders got the better of the visiting cracks and the latter are determined to even scores at the coming meet. Five races have been programed—one at one mile, two at three miles and two at five miles. The Worcester riders will go to Whitinsville in special cars and expect to take with them a crowd of "rooters" to enliven the proceedings.

#### New York Motorcyclists Plan Activity.

The New York Motorcycle Club will inaugurate the season on May 10th with its annual open double century run from Brooklyn to Southampton, L. I. For the first time the event will include a class for those who think 100 miles is enough; Patchogue will be their turning point. The club also has in view the promotion of a 24 hour reliability run on May 30-31, but the details are not definitely settled.

#### NO RACE TRACK ON THE ROOF

Tall Story of a Large Project Quickly
Punctured—And the Building is Still
to be Built.

Despite widely circulated reports that Fred Thompson, the theatrical manager had secured a twenty-year lease for the top of the new Pennsylvania depot, New York City, which is expected to be completed in about three years, Thompson emphatically denounces the story as false. The story was to the effect that Thompson intended to construct the world's largest roof garden on top of the terminal station, and numbered among its attractions would be a bicycle track where races would be held all the year around, with a big six day race during the winter.

"I have made no formal proposition of the kind to the Pennsylvania Railroad Company," Thompson is said to have stated in an accredited interview. "It is true that I have been considering a roof garden plan for the new depot, but nothing has been decided. I have not even submitted my plan to the company."

Although Thompson denies the story it is known that he has had an eye on the annual six day race for some time, and it is believed that if he does secure the roof of the new station that bicycle racing will be a feature. Thompson is keenly alive to the wants of the public and would not be averse to sharing the large profits to be derived from bicycle racing.

#### Infant Missimer's Suit is Postponed.

"Missimer vs. The Tiger Wheelmen of New York" will be one of the cases called in the 6th District Municipal Court, Brooklyn, Monday morning, March 2nd. The case was called Monday last, but as the defendant club was not ready the judge gave it time to file an answer to the complaint and set a hearing for the case on March 2d. In the summons served on the corporate Tiger Wheelmen, Raymond F. Missimer is acting for "Harold Missimer, an infant," who claims the Tiger Wheelmen are withholding a prize that the former won in the Thanksgiving Day Pelham Parkway handicap race. The infant, Missimer, finished first but was disqualified for alleged falsification of entry blank and the prize, a Curtiss motorcycle, was awarded to Frank MacMillan, who finished second. The infant, Missimer, is suing for the motorcycle and for \$50 damages. The case will be followed with interest as it is the first of its kind in very many years.

#### St. Louis Motorcyclists Elect Officers.

At its annual meeting last week the St. Louis (Mo.) Motorcycle Club elected the following officers: A. Voight, president; John Schmidt, vice-president; R. H. Orr, treasurer, and B. C. Hopkins, secretary.

#### "76 GASOLENE" A DELUSION

Erroneous Ideas of the Average Motorcyclist Concerning Fuel Advantages— Specific Gravity no Test.

If the average motorist were to be told that "76 gasolene," which he has been taught to believe is the proper fuel for his engine, is no better than 60 or 80 gasolene, he would receive a distinct shock. If he were to be told further, that the ordinary specific gravity test, which has been held up as the proper basis of judgment for a number of years, has practically nothing to do with the essential properties of the fuel, as such, he would probably turn away in scorn. That such is the case under existing conditions, merely goes to show how far behind the times popular ideas may stray when based on custom and precedent.

It is by no means a novel suggestion that the gasolene produced for automobile consumption is far from the simple substance which its name implies it to be. Originally a plain fractional distillate from crude oil, employed to a limited extent in enriching the coal and water gas used for household illuminating purposes, the growth of the automobile industry has so influenced the market as to render it practically impossible to produce a simple oil answering to the requirements which have been built up under that inclusive name. What was one time largely a by-product and often thrown away, now has become an important staple in the market for the manifold petroleum derivitives. Incidentally, the status of the "naptha" or gasolene of commerce, has been changed to a remarkable extent, and in the course of the transformation, while its efficiency as a motor fuel has in no way been diminished, its composition, chemically and physically has undergone sufficient alteration to completely nullify the value of the specific gravity test.

It should be observed, that even before this change had become sufficiently marked to render the former standard of comparison of no avail, much confusion had been wrought by the common misunderstanding as to the relation between specific gravity, and the reading of the hydrometer by means of which it commonly is measured. Unfortunately for the non-technical observer, the average hydrometer, or "specific gravity indicator," as such instruments are sometimes erroneously termed, is graduated to read in the Baume scale. As it happens, 70.0 Baume, is the indication coresponding to a specific gravity of 70.2 per cent. This is the basis of confusion of the terms. It would do little harm were it not for the fact that the two scales "cross" at about this point, higher specific gravities being indicated by lower Baume readings.

In this way, the 76 gasolene of commerce would be of 68 per cent. specific gravity—were this indication always a re-

liable one. As will be shown presently, however, the so-called "76" does not always answer to the 76 test, whence much dissatisfaction and many complaints have arisen. That many of these complaints have not been well founded, also will appear presently. The accompanying table serves to illustrate the comparison between Baume and specific gravity, and is made to include the range about which so much misguided contention has hinged:

Ваите	Specific Gravity.	Baume	Specific Gravity.	Baume	Specific Gravity.	Baume	Specific Gravity.
60.0	.739	65.0	.720	70.0	.702	75.0	.685
61.0	.735	66.0	.717	71.0	.699	76.0.	.682
62.0	.731	67.0	.713	72.0	.695	77.0	.679
63.0	.728	68.0	.709	73.0	.692	78.0	.675
64.0	724	69.0	.706	74.0	.689	79.0	.672

In order to understand how the specific gravity or Baume test has come to lose its value as a measure of the suitability of the fuel, it is necessary to go back into the his tory of gasolene far enough to trace the increasing demand for it and the way in which that demand has affected its production. Originally, the naptha or benzine from which gasolene is made, was largely a by-product of the process of refining crude oil, or petroleum. In the early history of the oil industry, there was practically no market for naptha, and the bulk of that produced was allowed to go to waste, either deliberately or through lack of economy in the manufacturing processes. Eventually markets were created until it ceased to be a total loss, though it was by no means regarded as an important member of the crude oil family.

Its early general uses were chiefly confined to such manufacturing purposes as those involving the extraction of oils from vegetable or animal matter, the mixing of paint, and the solution of varnish gums. Its most important service, however, was performed in its application to the production of illuminating gas, where it ultimately eliminated the use of the expensive Cannel coal, substituting a domestic for an imported element in the raw material used.

Then came the development of the internal combustion motor, using first gas, and then gasolene, as it had come to be known. For the purposes of motor fuel, it was found that a grade of gasolene which answered to the 76 test served to best advantage, and accordingly that basis was accepted as the standard by motorists and dealers, in a purely arbitrary manner. Soon, however, the rapidly growing use of internal combustion engines, chiefly in connection with the pursuit of motoring, began to create a demand for the standard fuel, greater that the supply. The by-product had commenced to assume important proportions in the market.

So in time, the Pennsylvania oil fields, which had been the chief basis of former supply, were exhausted, and other localities were drawn upon to a greater extent than before. To-day, despite the fact that the

United States is the greatest oil-producing country in the world, great quantities of naptha are imported from other localities, such as Sumatra and Borneo, in order to swell the volume of the product.

Just here one of the many peculiarities of the petroleum distillates requires especial emphasis. Though the crude oils themselves closely resemble one another, their chemical composition varies exceedingly. This variability is carried through all the products to a certain extent, so that in the case of the napthas a great amount of difference is observable. It may be supposed that the processes by which the product is obtained are largely the same in all cases, and that were it not for this basic difference in the crude oils, the resulting fractions would be precisely alike in all respects. As it is they vary to such an extent that in their original state they reveal strikingly different properties.

Consequently the production of motor fuel requires a judicious blending of different products in order to secure the volatil and thermal properties which govern its usefulness. In the blending process, specific gravity is entirely ignored. It is the object of the producer to develop a fuel which will evolve a maximum ignition pressure when burned with 85 per cent. of air, and which will flash at temperatures within certain closely defined limits. As a matter of fact, the gasolene in current use is found to vary anywhere from 76 to 60 Baume, which corresponds to a range of from 68.2 to 73.9 per cent. specific gravity. There is also a certain wide variation in the boiling point, which may vary from 120 to 330 degrees Fahrenheit.

It is on this account that the specific gravity test is of practically no value in determining the quality of the fuel. The socalled "Motor Spirit" which may be bought in the open market is intended solely for motor use. That is to say, it is produced with regard to the thermal and evaporative qualities, which govern at once the relative amount of power derivable from it, and the facility with which it may be carburetted and delivered to the cylinder in combustible form. Other gasolenes and napthas, such as are produced with specific regard to the demands of the sundry manufacturing purposes for which they are employed, are produced under similar conditions and their properties from the motorists' point of view must be regarded with more or less sus-

It is well known that the gas engine will run under certain conditions on almost any fuel ranging from crude oil to absolute alcohol. But the most satisfactory supply from the general utilitarian point or view is the specialized product which is offered for the purpose and which, like his tires and his lubricants, the motorist must take at face value, without inquiring or needing to inquire into the chemistry back of them, or their own physical properties. The usefulness of the hydrometer in this connection has entirely passed.

#### "TINKERS" POSING AS "EXPERTS"

Their Methods Lead the Experienced Motorcyclist into Another Reminiscence

—A Typical Incident.

"If there is any one thing more than a half dozen others that you want to flee from, as you would from the plague," began the experienced motorcyclist, as he refilled his glass, "it's the 'gas engine expert,' or 'motor bicycle expert,' or any other self-styled 'expert' who, in point of fact, nine times out of ten, does not know as much about your machine as you do yourself.

"It seems to me," he continued, as he lighted a fresh cigar, "that every Tom, Dick and Harry who works in a garage, whether as body washer or clerk, and every errand boy in a repair shop, whose nearest contact with a bicycle comes when he delivers a push wheel to its owner, soon styles himself as some sort of a mysterious wizard who can diagnose the symptoms, in gasolene engine troubles, and make complete repairs with one hand tied behind him and both eyes shut. But let this type of individual get at your machine and you'll bring joy to the reputable repair man whom you will eventually be forced to go to.

"A good illustration of this statement is found in an experience I had several years ago. Though I have had a large number of experiences since then, this one stands out with great prominence, partly because it was number 1, but more especially because when I later became competent to make my own repairs and adjust ments I realized how absolutely devoid of knowledge of the subject were the experts who were sent in good faith to give me points.

"It was a second hand machine that I bought from a dealer who handled only this grade of motor bicycle. Though I was led to believe that the machine had been entirely overhauled, I was given to understand that he had had the overhauling done outside. He was without facilities for this sort of work. It was early spring when I made the purchase, and as the roads were bad and as I had never ridden a motor bicycle, I was satisfied with a demonstration given with the machine in a stand and I sent a wagon for it to be delivered at my house.

"For the first few days after its arrival I experimented with it in a stand in the cellar, and then, though the roads were still bad, I could wait no longer for my first ride, so I sallied out. While the machine had been running all right in the stand, when I started on the road and kicked the pedals there was 'nothin' doin' save an occasional weak explosion which seemed to be without force. Back to the house I took it, and after a little tinkering I had it in a condition where it would not run even in the stand. There was nothing that

I could do, and as I had been unable to find any literature in the public libraries or elsewhere which treated of motor bicycles-I remarked last week that I would have given a ten dollar bill for that little book on the 'Care and Repair of Motorcycles'-I went to the dealer who had sold me the machine and told him of my troubles. He said he could not understand how this could be, but that he would send an expert to the house to look the thing over. That night, about dusk, a touring car drove up before my door and from it came two 'experts' with a formidable assortment of tools, meter, etc.; they made an inspection, followed this with some adjustments, and on trying the mo-



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tor, which was still in the stand, it responded with a speed and flexibility of control that was more than satisfactory.

"As it was too late to have a road demonstration and as I had been thoroughly impressed with the importance and ability of the 'experts,' I thanked them for their services and interest and having performed the polite functions of a host to his guests, I watched them depart, with gratitude in my heart and a feeling of impatience for the morrow.

"It is said that 'to-morrow never comes,' but that to-morrow came, and it brought with it a full measure of sorrow, mortification, disappointment and rage. With absolute certainty that I was to have my first motor bicycle ride, I invited the family, one or two friends, and some acquaintances to see the initial spin, and it need not be wondered at that they accepted, for the power bicycle was not a common sight in those days. But why prolong the agony by the recital of a mass of detail connected with the walk of about a quarter of a mile to where the road was ridable, or the absolute and entire failure of the demonstration and the trudge homeward? Sympathy may

be sweet, but all that I longed for at that moment was solitude, a place where alone with only my thoughts and that machine, I could pour out my wrath without let or hindrance, and give vent to a personal explosion that would have surpassed any force ever generated in a cast iron cylinder.

Again a trip to the dealer was made, Again the expression of astonishment and again the arrangement for another expert -this time the real thing-a man who had ridden, repaired and owned a machine of the same make. Well, he came and for two days we fiddled about that machine. The stand tests always were all that could be desired, and the road tests absolutely nil. He determined that the intake valve needed grinding. We took it out and as the expert said, it would have to be put in a lathe to be ground, I took it where this could be done, but when we reassembled the part, no better results were obtained. At the end of the second day a decision was reached that the engine must be taken apart, so on the morning of the third day we commenced dismantling it; and by noon the trouble had been discovered. Each of the three piston rings was broken in more than one place and on the downward stroke of the piston there could not be created a sufficient vacuum to draw the mixture from the carburetter as the air in the crank case would pass the piston and keep the explosion chamber supplied. When the machine was on the stand, there was of course no load and it was possible to kick the pedals with sufficient rapidity to create a partial vacuum which would permit of the engine running under its own power with an in creased speed that made possible the continued action, but on the road, where power was necessary, the initial speed could not be obtained which would give more than an infrequent explosion.

"Now these three men were self styled experts; they had convinced others of their knowledge when in fact one of the very simplest problems had required three days before the solution was found. I was too green at the time to know anything about it, but there must have been a lack of compression in that engine which was so apparent that any one with even a rudimentary knowledge of the conditions necessary to obtain results from a motor bicycle would have discovered the absence of one of the three essentials of power, mixture; spark and compression.

"Sam Weller said, "Beware of Vidders," but I'll chance 'Vidders' any time in preference to 'gas engine experts,' or at any rate, those with whom I am not acquainted, or who cannot show me the F. A. M. repairman's certificate as a guarantee that they have had at least two years actual experience with motorcycles.

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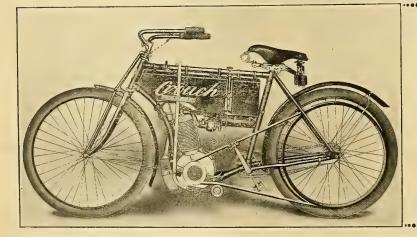
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#### CORRESPONDENCE.

(Continued from Page 734.)

deliver more energy when well warmed up than when cold and this alone would seem to disprove the above theory.

If, then, the paragraph in question does not correctly state the true or real reason why a strong explosion follows a missed explosion, it is then something like this:

The strong explosion owes its extra energy to the fact that the compression space and explosion chamber have been thoroughly scavenged by the evacuation of the unburned gases of the missed explosion, thereby allowing the cylinder and compression space to be entirely filled with pure mixture not attenuated by the foul gasses usually left from previous explosion.

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[It is true that when an explosion is missed owing to faulty ignition, the gas is taken into the cylinder uninterruptedly; not "more uninterruptedly" than when the engine is running regularly, but more so than when the misfire is due to imperfect carburation, or to an interrupted supply of gas caused by faulty valve action. The cooling effect of the cycle which is missed, may be termed an incident to the scavenging effect mentioned, and while its value is nullified when such missing occurs in a cold motor, is of perhaps equal importance with the scavenging, when the motor is hot-at which time the most frequent and puzzling cases of misfiring occur. The scavenging principle was not mentioned in the paragraph quoted, for the reason that to the average rider scavenging means nothing, whereas cooling is perfectly comprehensible. 2 ---

In ordinary operation a motor radiates heat through its cylinder walls at a practically constant rate throughout all four strokes of every complete cycle. During one stroke only, heat is imparted to the walls, and during one other stroke only, heat is given off through the exhaust. If one explosion is missed, when the motor is running at 1,500 revolutions per minutes, an interval of 7-50 second, equal to 31/2 revolutions, elapses between the explosion before and the explosion after the miss, during which time heat is constantly radiated from the walls and their temperature is reduced. At the same time a full charge of gas at atmospheric temperature is drawn into the cylinder, compressed, expanded and ejected, thereby clearing out the residue of former explosions, further cooling the walls from within, and leaving behind in the compression space a small body of combustible gas which, added to the second charge drawn in, forms a much stronger explosive than the normal charge. When the motor is cold, scavenging alone accounts for the strength of the second explosion.

When the motor is hot, however, a considerable increase in explosion pressure is caused by the cooling, which has been termed incident to the scavenging. The vol-

ume of a pound of gas always is proportion al to its temperature—the higher the temperature, the greater the volume. Therefore when the cylinder is hot, the incoming charge is very slightly expanded as a result of which less weight of gas is drawn into the cylinder, than when it is cool, and the explosion pressure is reduced. Conversely, when the cylinder has been cooled, even to a slight degree, the amount of gas inducted is proportionately increased, as is the power derivable from the explosion which follows. The maximum power is derived from a given volume of gas when it is taken into the cylinder at the minimum possible temperature, and compressed to the maximum temperature possible without pre

#### Tests that Favor Coaster Brakes.

Editor of the Bicycling World:

I have read with keen interest each week the views held by numbers of bicycle rid ers as to the best and most satisfactory equipment for road use. As I have had some use for the push wheel in years past both in a mechanical, as well as a pleasure sense, I thought I would like to vent my opinions on the subject.

I take exception to the statement of Mr. W. H. Burgess, in which he says the spoon brake prolongs the life of a tire, as I have watched results of the spoon brake when they were almost universally used, and at the same time made two tests, which I will ask any one to try. I agree with him when he says the tire will wear out the spoon rapidly, but at the same time it is surely nearing its own end. The tire when running on the road picks up particles of dirt, sand or grit, which when the brake is applied are forced into the surface of the tire, making, as our friend Burgess says, a harder wearing surface, which again I admit. But it is not a hard, but as soft and tough a surface as possible that is wanted. Almost every rider has noticed how a tire will get small cracks along the edge of the tire which presses on the ground, which are caused by the above, thereby shortening the life of the tire as well as destroying the resilience which goes to make comfort able riding.

The two tests I made were made with two new tires, one a Hartford No. 70, the other a Chase road tire. I cemented them on clean rims and inflated them to a certain pressure, and holding them up to a certain height, let them fall, making note of the height of the rebound. After running them on the road all summer, in fact up well into winter, I repeated the operation of inflating and dropping and found they had not come up to the spring record by 14 inches, and that was on a mileage total of less than 2,000 for one tire and 2,300 for the other, while I had two more tires of the same make which were used with a coaster brake which were run nearly three times the distance, were in practically first-class shape and came, one within 3 inches and the other within 41/4 inches of equalling the spring record.

The following spring I took the two good tires and tested them by dropping a weight onto a board I fixed over the wheels, and after running them under the spoon brake the same number of miles for two months repeated the operation of dropping the weight, and one would not hold the air long enough for me to make the test, and the other burst nearly a third of the way around the rim.

Another reason I do not like the spoon brake is that in descending a long grade the muscles are held tense so long they become tired and you lose the fine control over your wheel so necessary for good riding, while with the coaster brake you ease your leg muscles by simply raising or low ering the heel at the same time keeping perfect control of your mount. So why use the spoon brake and be bothered with expense of purchase and the time of putting it into the wheel when one good coaster brake properly adjusted, will last as long as the machine and require less attention?

In regard to chains and sprockets it is a matter which must be regulated by the rider's strength. My principle, in riding, and advice to others, is to ride as high a gear as possible without punishing yourself, using as large a sprocket in front as is feasible, as it gives you more leverage and lessens the friction, making chains and sprockets last longer. When I was riding I generaly weighed about 198 pounds and always used from 91 to 120 gear.

I made many of my own wheels but think the best factory wheel I ever saw was a Cleveland Special, 20½ pounds, which would stand anything short of actual abuse, as I always rode to get to my destination and never had to walk home with my wheel in a bundle. I am nearing fifty years of age and am hale and hearty and credit my health to the pleasure and good exercise I had on the various types of wheels from the old velocipede to the wheel of eight years ago. I am riding a motorcycle now, as my business does not permit me to take the time for long trips on the push wheel.

R. S. MORTON, Brooklyn, N. Y. F. A. M. No. 1229.

#### Frequent Cleaning of the Cylinder.

Frequent cleansing of the cylinder bore by inserting small amounts of kerosene oil and then turning over the motor while it is warm, is the best known preventative of the accumulation of foreign matter. When this precaution has been neglected and the cylinder becomes so foul as to cause chronic pre-ignition it is sometimes possible to eradicate most of the troublesome incrustation by the following method: Fill the combustion chamber with kerosene while the motor is hot and let stand until cold, then remove by first drawing off the kerosene: then run the motor for a few seconds. The carbon that cannot be blown out through the exhaust must be removed by scraping. which, of course, involves taking off the cylinder, and is a tedious operation.

#### A Show Within A Show

Not A Side Show

The BICYCLE
MOTORCYCLE and
ACCESSORIES EXHIBIT

at the

Motor Boat and Sportman's Show

in

Madison Square Garden

February 20th to March 7th

#### **EXHIBITORS**

F. A. BAKER & CO. Indian Motorcycles and Pierce Bicycles.

OVINGTON MOTOR CO.
F. N. Motorcycles.

J. F. McLAUGHLIN, N. S. U. Motorcycles.

TIGER CYCLE WORKS,
Racycles and Curtiss Motorcycles.
N. Y. SPORTINGS GOODS CO.
Hudson and Victor Bicycles, and
Royal Motorcycles.

G. V. LYONS, Wagner and Minerva Motorcycles.

ACCESSORIFS

CHAS. F. SPLITDORF,
P. R. MANUFACTURING CO.
AUTO IGNITER CO.
CHAS. E. MILLER,
ROSE MFG. CO.
TRIUMPH ENGINEERING CO.
N. Y. SPORTING GOODS CO.

### Home Trainer Races Every Day

Under Auspices of TIGER WHEELMEN

#### Motorcycle Aid to Missionary Effort.

The natives of the Philippine Islands need the teaching of the gospel and they need it very quickly, therefore the Reverend Roy Brown, a Milwaukee minister, home for a vactation, will purchase a motorcycle so that he can dispense the gospel with a despatch not to be gained by means of any other form of locomotion.

The plans of the to-be-motorcycling missionary were confided at a reception tendered himself and wife at Milwaukee last week. The reverend Mr. Brown stated that it was one of his fondest hopes to take back a motorcycle with him to the Philippines. By its use he will be enabled to rush from one end of the province to the other without the delay that has hindered his work in the past.

"With a motorcycle I can preach the gospel to the natives in one section at one hour of the day, and be in the far end of the province the next hour," he said. "And they need the teaching of the gospel over there. A disgraceful state of immorality exists in the island that can only be run out by the gospel. If a man leads a quiet life and is pure and childlike in virtue, he is regarded with disdain by the natives, and is considered effeminate. But on the other hand if he is immoral and has low ideas, then he is looked upon with great respect. In fact the ruler of the province in which I am located owes his popularity to the fact that he boasts of having a wife in every city in the province."

#### Another Setback for "Bicycle Railway."

E. Moody Boynton's "bicycle railway" project which after many years has come so near to realization in the inventor's pathetic old age, has again met with a reversal in the refusal of the Massachusetts Railroad Commissioners to permit a \$500,000 bond issue to carry on the work of construction. The Boston, Quincy & Fall River Bicycle Railroad, as it is called, was granted a charter some time ago, after a period of heart-breaking struggle, during which the inventor steadfastly and almost single handed, urged the passage of the grant through the legislature. His eleventh hour success, however, was but temporary.

#### Bicycle Stealing Cop "Fired."

Charles P. Runkle, the patrolman of the New York Police Department who was arrested last October on a charge of stealing two bicycles, as told in the Bicycling World at that time, was convicted of the charge last week. Runkle had been ordered to give special attention to bicycle thieves after complaints had been made of thefts committed on his post in Far Rockaway, and later was himself arrested after he had attempted to sell two bicycles to a New York dealer.

Acting on the findings of the court which convicted the policeman, Commissioner Bingham last Saturday dismissed him from the police force of which he had been a member for three years.

#### "FILLS A LONG FELT WANT"

Copy of Care and Repair of Motorcycles just received. It is all right and will fill a long felt want. Hope you will fill my order without delay. Will probably order 100 more shortly.

C. C. HOPKINS,

San Francisco.



#### "DEMAND FOR SUCH A BOOK"

Am very much pleased with 'Care and Repair of Motorcycles.' There has been a demand for such a book for some time. I sold the first lot of six I ordered in one day. Please send twelve more books at once.

FRANK B. WIDMAYER,
New Work City.

Should be in the hands of every repairman and rider.

of pages, chockful of useful advice and suggestion. Coated paper; linen cover.

THE BICYCLING WORLD CO.
154 N ssau Street, NEW YORK

Volume LVI.

New York, U. S. A., Saturday, February 29, 1908

No. 23

#### PECK PLAYED PART OF LONE STAR

New England's Veteran Tradesman Alone
Observed an Old Custom—How He
Made the Occasion Interesting.

For many years, and although snow frequently covered the ground, Washington's Birthday was, in Boston, always considered to mark the opening of the riding season. When the unlamented boom was at its height, the dealers in the New England metropolis celebrated the double occasion by holding "open house." Usually there were flags and bunting and red lemonade and cigars, and other not so aromatic souvenirs.

Of the many celebrants who then were located on Columbus avenue, but one remains, A. D. Peck, who, since the Pope Mfg. Co. discontinued its branch, has handled the Columbia bicycle, and, latterly, the Reading Standard also. He celebrated "Birthington's Washday" on Saturday last and, although cyclists have long since ceased to seek out the sandwich and the lemonade, Peck welcomed between five and six hundred callers during the day.

In honor of the occasion, he displayed in his show window an old high wheel and one of the 1908 safeties, thus strikingly illustrating the past and the present. To many of the younger generation, the high wheel was in the nature of a curiosity. Another thing that attracted the visitors was Peck's collection of souvenir buttons and metal badges of L. A. W. meets and other occasions; also a bed quilt made up of some 600 ribbon badges. It incorporated all the colors of the rainbow, and a few others that never are seen in rainbows. Peck likewise displayed his collection of nearly six hundred cycling pictures, nearly all of which are now historic. Among them was a photograph of the first club run, the first bicycle tour, and first "Big 4" tour and

others. Although these attracted attention, the visitors seemed more interested in the photographs of racing men which were displayed in great profusion. The fact that the six day race was in progress on the Park Square track, but two blocks away, served to swell the crowd at Peck's store.

#### Jeffrey Regains the Rambler Factory.

The receivers of the Pope Mfg. Co. have sold to Thos. B. Jeffery, of Kenosha, Wis., the former Rambler bicycle factory at Chicago. The price paid was \$100,000, and the property was a great bargain at that figure. Mr. Jeffrey's purchase illustrates the changes wrought by the whirligig of time, and is in the nature of his coming into his own again. The plant in question is the same in which, as the Gormully & Jeffrey Mfg. Co., he for many years manufactured the Rambler bicycles. It was taken over by the "bicycle trust," the remains of which were bought by the Pope Mfg. Co.

#### The Call for Two Cylinders.

The demand for two-cylinder motor bicycles already has attained unexpected strength. Practically all of the New York dealers report that most of their calls are for "twins," and only last week George M. Hendee, president of the Hendee Mfg. Co., stated that while he had planned that one-half of the 1908 output of Indians should comprise two-cylinder machines, there was every indication that the number would not be sufficient; he thought it extremely likely that the proportion would reach nearer two-thirds.

#### Bicycle Supply Company Incorporates.

The Bicycle Supply Co., of Salt Lake City, has filed articles of incorporation under the laws of Utah. The capital stock is \$10,000, in \$1 shares. The officers are: A. E. Anakin, president; W. S. Bing, vice-president; C. W. Brewer, treasurer; H. L. Anakin and B. E. Bing, directors. The company is located at 273 South West Temple street.

#### NO SHOP TALK AT "JOLLY-FEST"

How Terre Haute Dealers and Repairmen
Promote Good Fellowship—Effect on
Local Trade Conditions.

In its Cycle Dealers' and Repairmen's Association, Terre Haute, Ind., possesses one of, if not the livest remaining cycle trade organizations in the country. One respect in which it differs from the few others that still exist is that instead of devoting most of their time and energy to a discussions of prices, trade conditions, etc., its members promote co-operation and "peace on earth, good will to men," by holding a series of "good times," in which not only the dealers and repairmen, but their employes join.

The most recent "good time" occurred on Monday, 24th inst., when was held the annual dinner, one of the objects of which, as stated in the announcement, was to "promote a friendly interest between dealers and their employes." The advance program heralded the function in this form:

"We are going to have a Jolly-Fest on Monday, February 24, '08, in the quietness of evening, at Probst's Shop. We want you to be there, just brimful of old fashioned, wholesouled congeniality."

Of course the dinner was a success, it couldn't be otherwise, when members of the trade come together in response to an invitation, every word of which suggests good fellowship and mutual interests, and equally, of course, the local press of the following day published extended descriptions of the gathering and what it did. No trade news or business propositions found a place in the discussions of the evening; it was a time for song and story.

Every one present was expected to do some kind of a "stunt," and if his turn met with the approval of those seated around the table he was greeted by the old favor-

ite chant, "His work is very fine, very fine very fine," etc., but if the party called on failed to respond the walls were forced further apart by the volume of the voices chanting, "His work was very coarse, very coarse, very coarse, very coarse," etc., and as the embarrassed victim fell into his seat he was given the "horse laugh."

Fred Probst, the small and grizled dean of Indiana dealers, and who, despite his 60 years, is "just as young as he used to be," related his experiences on a 120-mile bicycle run, which he made with a party of the old Terre Haute riders on June 20, 1886. The story took well.

This is the social side of the work from which a distinct benefit is gained, an evidence of which can be seen in the fact that the local trade conditions warrant the extensive advertising which is carried in the Terre Haute papers. The friendly feeling generated has made it possible for the association to outline for the approaching season a series of parades, runs, short road races, hill climbing contests, coasting contests, photo contests, slow races, perhaps a longer road race, or come track races later on, in which both young and old may enter.

#### Fahy Gets Judgment Against Clement.

The common pleas court at Hartford, Conn., has awarded judgment to Thomas W. Fahy, now of Brooklyn, N. Y., but previously one of the best known cyclists of New England, against A. Clement, the Paris automobile manufacturer, for \$872, balance due, and interest. Fahy testified that about July 20, 1902, he entered the employ of Clement, who at that time was manufacturing the Clement motorcycle outfits at a factory in Hartford, at a salary of \$5 a day. He was engaged by William G. Allen, Clement's general manager and representative in America. Fahy remained as superintendent of the factory till February 20, 1904, at which time the plant was closed and discontinued, a period of 436 working days. His salary amounted to \$2,180 and the defendant has paid \$1,308, leaving \$872 due. During the management of Allen, Fahy had frequently asked that the balance of \$2 a day be paid him and he had also asked M. Roquet, Mr. Clement's nephew, who succeeded Allen, but testified that he always was told that there was a shortage of ready money.

#### Johnson Building in Boston.

The Iver Johnson Sporting Goods Co., of Boston, which makes a big feature of bicycles, is erecting an eight-story building at the corner of Cornhill and Washington streets in that city. It will be ready for occupancy about June 1st.

#### In the Retail World.

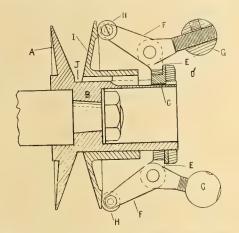
Fresno, Cal.—Gregory & Co., succeeded by Homan & Co.

Monroe, Ga.—B. P. McCormick, removed to larger store.

#### **AUTOMATIC CHANGE OF SPEED**

New Application of the Principle of the Expanding Pulley—Novelty in the Control System.

Although numerous systems of expanding pulleys have been devised for motorcycle use whereby it was possible to vary the gear ratio through somewhat restricted limits without altering the belt length or otherwise adapting the transmission, the change of gear being secured by merely altering the working diameter of the driving sheave, few, if any, of them have found any considerable degree of favor. What appears to be a "brand new idea" in the same line, however, is that involved in a recent



British invention, in which the speed changing is performed automatically, the rider securing the desired result merely by varying the speed of the motor.

When the motor is running slowly, the gear is reduced to its lowest point, thus giving the greatest possible pulling advantage. Thus when a hill is reached, and the increased load tends to slow the motor, the gear automatically accommodates itself to the condition, giving the motor an increased leverage over the driving wheel. When the grade is removed, or the road becomes particularly smooth, the gear is automatically raised, so that for every turn of the crank shaft, the machine travels a greater distance than is the case when hill-climbing, thus improving the speed without requiring the motor to race. Furthermore, the difficulty which many inexperienced riders have in accommodating the gear to the conditions of speed and load, is here removed by the automatic feature, which does away with the necessity of attending to the gear, and leaves the machine as simple to control as though it were equipped with the ordinary fixed type of gear.

The way in which it is proposed to effect this remarkably ideal service is apparent from the accompanying illustration, from which it appears that the only really novel feature of the device consists in the method of controlling the movement of the outer flange of the pulley by means of a set of governor balls, the position of which always is regulated by the speed of the motor. One side of the pulley together with its base, is fixed, and the other side, while compelled to turn uniformly with the first, is slidable endwise on the base. The point at which the V-belt makes contact with the sides of the pulley, is determined by the distance between them. This is fixed by the position of the governor balls.

In the illustration, A, is the fixed flange of the pulley which is made integral with the base portion, B, on the extremity of which, is secured the collar, C, held in place by the lock-nut, D. A series of arms, E, are fixed to the collar and carry the rocking levers, F-F, which are pivoted to the ends of the arms, and carry at one end small weights, G-G, while at the other are mounted small rollers, H-H, which bear against the outside of the movable flange, I, of the pulley proper. This flange, is made in the form of a collar loosely mounted on the base of the pulley, but compelled to turn with it by a suitable key seated in the base.

When the motor is stationary, or is running slowly, the pull of the belt is sufficient to draw it down against the base of the pulley, J, forcing the movable flange outward to the limit of its travel. As the speed increases, the centrifugal force developed in the balls causes them to fly outwardly, the inner ends of the arms to which they are attached thus being forced against the movable flange and driving it over toward the outer member of the pulley. As a result of this, the belt is crowded outwardly and is forced to travel about a larger circle than at first.

The effect of this is to increase the gear ratio, and evidently, the increase must be measured by the increase in speed of the motor, and must follow it directly, so that any fluctuations in motor speed must be accompanied by corresponding changes in the gear. To accommodate the variations in the length of belt required, it is necessary of course, to use an idler, which may be spring actuated to make the device wholly automatic. The gear ratio being automatically governed, the speed of the machine is varied by changing the adjustment of the spark and throttle. The arrangement is the invention of E. T. Robinson, and is the subject of recent patents in England.

#### Funke and the Two-Toned Horn.

A. H. Funke, who now is manager of the Autolyte Mfg. Co., 29 Warren street, New York, is making a specialty of the imported two-tone horn which is finding such favor with motorcyclists. He has brought over a large shipment and is selling direct to dealers and riders.

#### French Export Trade Falls Off.

According to the official returns for the year 1907, France's cycle export trade fell from \$1,188,800 to \$1,068,200. Its imports also diminished from \$1,557,400 in 1906 to \$1,524,400.

#### **BICYCLES AT SPORTSMAN'S SHOW**

Both the Power and the Pedal Types Well
Displayed—Two New Creations
Make Their Appearance.

Nineteen motorcycles and fourteen bicycles constitute the cycling part of the Fourteenth Annual Sportsman's Show now being held in Madison Square Garden, New York, and which will continue until the night of March 7th. These machines are staged by seven exhibitors, and though they form a prominent feature of the show as a whole, unfortunately they are not grouped, but are scattered about the gallery so that the effectiveness of the showing is somewhat diminished.

With two exceptions, all of the motorcycles had been displayed at the automobile shows, and as a result are not wholly new. The exceptions are the Wagner and the imported Belgian product, the Minerva, both of which are exhibited by the Geo. V, Lyons Motor Co.

The Wagner innovation takes the form of a motor bicycle for ladies. It is substantially the regular Wagner model with the top bar dropped low and curved and with the engine and wheels protected by guards. As the first machine for women, it is, of course, notable.

The Minerva proves to be a low built, rugged, powerful machine, sufficiently different from other makes to cause comment. Three types of these are shown, a 31/2 horsepower single cylinder, a 41/2 and 8 horsepower twin cylinder. The same construcional features are apparent in all. All employ truss frames, with the fuel tank disposed between the upper and lower tubes, the principal distinctions being in the two band brakes on the rear hub-one operated by hand, the other by back pedaling; a separate muffler for each cylinder, also separate and distinct spark coils. Grip controls and belt drive are other features. Eiseman high tension magnetos with rotary drive are the regular equipment with all the machines.

The Ovington Motor Co. takes generous space to display the four cylinder F. N., the single cylinder "Baby" and the Ovicos specialties, and it goes without saying that they are well displayed.

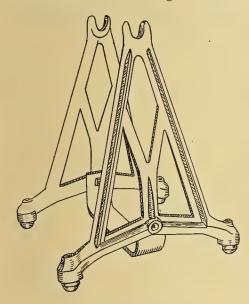
A Royal motor bicycle is the only power bicycle exhibited by the New York Sporting Goods Co., but a comprehensive exhibit of pedal propelled bicycles, including six models, is one of the prominent features in their immense booth, which, of course, includes sporting goods of all sorts. They have the low priced Victor, fitted with Atherton coaster brake, the Nassau and Sportsman, and a line of Hudsons, among which is the "Washington Special," a nifty 20-pound creation that is distinguished by a short brace extending diagonally from the top tube to the lower one which it joins just

behind the head. They are demonstrating also the Corbin two-speed coaster brake, and use for this purpose a partial frame to demonstrated the ease and facility with which the different speeds may be employed.

F. A. Baker & Co. show one of the well known Pierce racers and three Indian motorcycles, one of which is a 5 horsepower twin cylinder, finished in English gray. A

#### Swenson's Stand and Other Things.

B. A. Swenson, the enterprising Providence (R. I.) dealer, is branching out and reaching into the manufacturing field. He has devised and is marketing a number of



motorcycle specialties, amongst them the stationary ball bearing iron stand, here illustrated, and which is an immense improvement on the frail thing found in so many shops. Among Swenson's other specialties, all of which are born of ripe personal experience, are two types of exhaust valve removers, both operated by thumb screws; one is designed to be carried in the tool bag; the other is for shop use. A hold-tight coil clamp; lamp brackets for Indians and for Merkels, and a single strap luggage carrier comprise the other sundries.

Incidentally, Swenson recently has added to his working staff "Long John" O'Connor, formerly of Hartford, Conn., who has grown only an eighth of an inch during the last year. He now measures only 6 feet 4½ inches.

single cylinder 3¾ and another single of 3½ horsepower are the other models staged.

The only exclusive exhibit of bicycles is that of Racycles, staged by the Tiger Cycle Works. There are seven of them, six diamond frames and one ladies' model, and the most is made of the famous Racycle hanger and other features, while the big sprockets seldom fail to catch the eye and bring comment from the casual spectator.

The N. S. U. Co. also occupies a large booth which permits the N. S. U. line to be shown to advantage. The "affinity car"— the tricar finished in white with the front seat upholstered in blue—occupies the pride of place and the little 75 pound light weight, which Manager Kicherer believes is the type that will play large parts in the trade of the near future, is near by. Two other singles and two "twins" complete the exhibit.

The Thor motorcycles, which were not listed in the announcements of the show, unexpectedly made their appearance in connection with the exhibit of the new Thor agents for Long Island, the R. E. P. Sporting Goods Co. Two models are staged—a 2½ horsepower in black, and a 3 horsepower in red.

#### To Make a Flexible Plug Connection.

One of the frequent annoyances that the motorist is subject to is the breaking off of the secondary terminal at the spark plug end. While the main cause of this is the vibration of the wire, a contributing cause may be found in the fact that the terminal is soldered to the wire making a stiff and solid connection at a point where flexibility is desirable.

A simple and thoroughly effective way of obtaining a good contact, and yet securing one that is absolutely flexible, is by coiling a fine brass spring wire, say about an 18 or 20 gauge, around a lead pencil, making a spring 3 or 4 inches long, the end of the coil spring thus obtained may be soldered to the secondary wire and the other end of it either soldered to a terminal or shaped to meet the requirements of the spark plug. The result of this is to obtain a flexible end that will permit of any amount of vibration and will not offer sufficient resistance to cause the wire to break.

#### What Helps Business in Ireland.

It requires an Irishman to figure that "cattle driving" in Ireland is responsible for a considerable increase in the bicycle business recently, both as to sales of new machines, and repairs to old ones. It is not, as might be supposed, that this is caused by a growth in the use of the bicycle in herding cattle, but that the "driving" is illigitimate, and its increase has caused the cycle-mounted police to redouble their efforts with a consequent increase in the wear and tear of their mounts.

#### Johannesburg as an Assembling Center.

According to a South African publication, there are from 15,000 to 20,000 bicycle frames imported into Johannesburg alone each year. They are, of course, assembled by local labor, some of it black labor. Prices for bicycles range from \$27.50 upward, the average price being about \$37.50.

#### Wilson Makes a Long Jump.

A. T. Wilson, who conducted a motorcycle store at 1226 Race street, Philadelphia, has disposed of that business and removed to the other side of the continent. He is now connected with F. M. Jones's Racycle branch in Sacramento, Cal.

# The Appealing Features

of the







cannot fail to convince the man who is open to conviction. There's a reason for every feature and each serves a useful purpose.

If Not The "Whole Thing," the R-S is the Real Thing

In the matter of bicycles there are

No Blanks in the Reading Standard Line

It is so complete that the Reading Standard Agent is positioned to meet every call that may arise—which means that there's a model for YOU. Write us.

Reading Standard Company,

Reading, Pa.

## Why Not Defy The Lightning?



When we selected the name

# AJAX

for our tires, it was done with intimate knowledge of their quality. They are not merely good tires but strong and enduring tires. And the dealer who sells them easily can "defy the lightning" of his competitors. Do you know as much about the Ajax line as you ought to know?

Ajax-Grieb Rubber Company, 57th Street and New York City Factories: TRENTON, N. J.



Published Every Saturday by

#### THE BICYCLING WORLD COMPANY

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AFChange of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

ATMembers of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, FEBRUARY 29, 1908.

"I want your book "Bicycle Repairing," and enclose \$1.00 in currency for same. Kindly send it at once as I am sure if it is as good as everything else you offer it is well worth the money. I become more interested in the Bicycling World each week. The discussion in the correspondence column of the roller chain, the coaster brake and different gears is of particular interest. I hope it will continue."—L. J. Boyle, Seguin, Texas.

#### About "Booming Motorcycles."

In some quarters there exists a distinct longing for a "motorcycle boom" and a desire to create one. It is not improbable that sooner or later a boom of the sort may arrive, and that factories may be working 24 hours per day to meet the demands of long lines of purchasers standing money in hand and not merely ready, but anxious to exchange it for motorcycles. It is a pleasing prospect which undoubtedly is seen by the mind's eye of not a few of those who have to do with motorcycles. They prefer not to see the reverse of the picture.

If a boom is coming, nothing can prevent its ultimate arrival, but at this time any undue effort to hasten it, almost certain-

will carry great discomfiture in its train. It is not a time for painting the lily or gilding gold. The motorcycle industry has had a slow, natural growth. It has expanded and is expanding in a sane way, and in safe proportions. Each year has been better than the year before, more than which cannot well be asked.

Any considerable effort to bang the cymbals and loudly toot the horns will be to attract not merely general notice to motorcycles, but specific notice and at this time when the automobile industry of the whole world is feeling the reverse effects of a boom, there are not a few automobile factories and automobile, manufacturers to whom specific signs of the opening of a new avenue will prove in the nature of a godsend. From motor cars to motorcycles is not a great step and no great encouragement will be necessary to induce some of the manufacturers of cars to make the stride. If they do so, the lot of the established motorcycle manufacturers will not be made the happier. It is quite clear that there are enough of them to more than care for any volume of business in immediate prospect. Any considerable augmentation of their numbers will carry with it overproduction and when that point is reached it is time to shut teeth and shudder.

The plain truth is that it is an unauspicious time to "boom motorcycles" or to unduly exaggerate motorcycling in any way and the wise men of the trade should be quick to appreciate that fact. For lasting benefit, it were far better that natural, if slower, growth be encouraged, which means the employment of legitimate methods, devoid of red fire, sky rockets and brass bands.

Forced growth always carries weakness in its train. Booms suggest inflation and inflation as inevitably suggests deflation. To every boom there is attached a boomerang, the ultimate return of which is certain; and it is the return of the boomerang that hurts. The bicycle trade felt its effects and suffered a staggering blow from which it has taken many long years to recover. If the motorcycle trade is wise, it will profit by that experience.

#### Motorcycle Repairmen and Others.

He is a wise motorcyclist who knows his repairman. Probably there is no more risky experiment, or one more replete with possibilities for annoyance, than to seek the counsel and assistance of a mechanic or half mechanic, whose only guarantee of

ability to repair the power plant of a motor bicycle is found in the legend above his work shop door or painted on his show window, "Gas Engine Expert." There are some things which can be learned only by experience and one of these is the proper handling of motorcycles when repairs are required.

Dr. Johnson says "Knowledge is of two kinds: We know a subject ourselves, or we know where we can find information upon it," and the latter is as important as the former. To accept the statement of a self styled expert that he is entirely competent to remedy the difficulties which have presented themselves, without evidence that his experiences in the past warrant the assertion, is merely an instance of "buying a pig in a poke," and as most of the employes in garages and repair shops proclaim their right to the "expert" title, it is about a 10 to 1 shot that the customer will suffer about as often as he will benefit by the experiment.

Because a man is familiar with the power equipment of an automobile, it by no means follows that he is competent to advise in matters relating to motorcycles and unless one knows where to find a repairman who has had the actual experience which alone will train him in the care of these machines it is better to spend the time necessary to locate such a man than to trust to possible good results from an unknown source. The fact that the Federation of American Motorcyclists makes two years' actual experience in the repair of motorcycles conditional to the grant of its repairers' certificate, is evidence that the importance of intimate experience was early appreciated at its true value, and lacking acquaintance or information, the rider who is in doubt and who requires assistance, profitably may seek out the shop that possesses the certificate.

It is quite evident that there is sore need for an "international clearing house" for records, both in respect to bicycle and motorcycle performances. Abroad they do not appear to know that America is on the map. A British compiler of motorcycle records sets up long lists of figures in which America does not appear, although even the world's record for the mile straightaway and a number of track records stand to the credit of Americans. The International Cyclists Union, of which better things are expected, is guilty of the same lapses so far as bicycles are concerned.

#### CORRESPONDENCE

#### The Wail of the Distressed.

Editor of the Bicycling World:

(1) Do you know of any cases where ether, picric acid or other dopes or secret mixtures adulterate the gasolene by racing motorcyclists in order to obtain abnormal speed? What is the fastest secret concoction? What are its effects on the motor, and what are the best methods to detect and guard against this fraud? Any light on this subject would be appreciated by any one interested in "on the square racing."

(2) We think that through the F. A. M. something ought to be done to prohibit employes of the factory or practically their direct representatives of the New England States going specially hundreds of miles in order to win races which offer as prizes some measly article that in value would not begin to pay for the railroad fare. Yet these riders are protected under the amateur rules of the F. A. M. It certainly is not fair for world's champions on special racing machines with some concoction in the gasolene to be allowed to enter races held many miles away and intended for amateurs and mostly novices.

(3) We think that the Bicycling World is best qualified to effect rules that will bar real professional ringers on machines that look no more like stock models than a dog looks like a cat, from entering races under the guise of pure amateurs, although there may not be any signed statements by them that they are professionals.

(An Unsigned Wail from Buffalo.)

[(1) Most of the so-called "dopes" exist chiefly in the imaginations of competitors—after they have been beaten. If there are any mixtures that accelerate speed, there is no fraud or unfairness in their use. It is the privilege of every competitor in an unrestricted race to use them and to obtain in every other way all the speed possible from his machine. Any rule that would prevent it would be assinine and prove an obstacle to discovery and progress.

(2) Whoever you may be, you have a poor idea of the meaning of sportsmanship. It certainly is perfectly fair for world's champions or any one else to compete in o-p-e-n races against anyone, anywhere, at any time on "special racing machines" or any other sort of machines within the F. A. M. limitation, and it is their right to employ every means possible to make them go as fast as possible. If promoters do not desire the presence of "world's champions" or other outsiders, or if they desire that only roadsters and commercial gasolene be used, they should have sufficient sense to frame their entry blanks accordingly; and they ought to be wise enough to know that the term "stock machine" applies to every model illustrated or described in a catalog, whether it be a racer or a roadster.

(3) If you have any evidence against any

man's amateur status, why wail in anonymous fashion? Why not be a man and submit it to the F. A. M. competition committee? That body undoubtedly will welcome it. Opinions and appearances do not constitute proof, and the genuine amateur never considers prize values.]

#### Philadelphia's Claim for Shaft Drive.

Editor of the Bicycling World:

We are told that a man in Chicago is building a single cylinder, shaft driven motorcycle and that he is laboring under the impression that he is the originator of such



a machine. In order to assist enlightenment on the subject, I enclose photographs of a single cylinder motor bicycle that I have in my place. It has a 2¾ horsepower DeDion motor set crosswise in the frame, with straight gears to shaft and beveled gears from shaft to rear wheel.

This machine was completed in January, 1907, and has been in use with very good results since that time. The motor is geared about 4½ to 1, is absolutely noiseless, and weighs about 150 pounds. The builder and designer is Harry Schleter, captain of the Philadelphia Motorcycle Club. It is equipped with Indian carburetter, sad-



dle, muffler, grip control and forks. I wish you would find room in the Bicycling World for these pictures. They may cause manufacturers to think and also change the mind of our Chicago friend. He also may get some ideas from the photographs.

CHARLES KRAUSS, Philadelphia, Pa.

#### What of the Free Engine?

Editor of the Bicycling World:

How many manufacturers and inventors are working on the two-speed and free engine for motorcycles? We riders are still waiting on them. I mean we fellows who ride around on all kinds of roads—who ride all kinds of hills; some sandy and some

#### COMING EVENTS

February 29, New York City—Two mile open handicap at Twenty-second Regiment armory.

February 20-March 7, New York City—Champion amateur and professional meet at Sportsmen's show in Madison Square Garden, under auspices Tiger Wheelmen.

March 21, New York City—Tiger Wheelmen's annual championship home-trainer meet.

March 28, New York City—Century Road Club of America's annual dinner at Terrace Garden.

loose soil surface, and some pretty rough, and I'll just be darned if I like to push against an engine while handling my machine. I don't believe man was even intended for any such work. As we can't have roads to suit our machines, give us machines adapted to our beautiful(?) American roads.

F. A. M. 366, Radford, Va.

#### About Chains and Sprockets.

Editor of the Bicycling World:

Pertinent to the coaster brake discussion in the columns of your splendid publication, I may say that I was slow in taking to the coaster brake, realizing that they do not assist in any way in going up hill, but increase the weight of a bicycle instead. It was the fact that a two-speed hub gives the desired coast down hill, also that the surplus weight carried may be overcome by resorting to the low gear on hills, that caused my selection of a Corbin two-speed coaster hub and brake.

The brake has been in use on my wheel nearly every day, over snowy and muddy streets since last April. It has never given any trouble; the gears always change instantly and quietly, it brakes satisfactorily, and coasts freely. The only care given it is plenty of good thin oil and good adjustment.

Almost any bicycle runs down hill, and as a brake has been found not a necessity but a luxury or pleasure, the question of chain sprockets and crank hangers offer good suggestions for up-hill or long riding. A rider says he prefers 1/8-inch roller chain, large biplane sprockets, etc., but medium sized sprockets and 3-16-inch roller chain are the writer's choice. The 3-16-inch size is steadier, not so apt to jump the sprockets and the rollers do not split, leaving the pin bare. The biplane sprocket works best with the blank chain, but I do not see any advantage with it when using a roller chain. I think a cycloidal form of sprocket and the 1-inch pitch 3-16-inch roller chain about the correct transmission for a bicycle.

About the question of large vs. small sprockets, we will have to admit the small

(Continued on Page 782.)

#### WHIRLWIND SPORT AT LOS ANGELES

Derkum Cuts Big Chunks from World's Motorcycle Records—Mayor and Immense Crowd Attends.

Paul J. Q. Derkum, is again entitled to more than respectful notice. Only a few weeks since Derkum flew up Box Springs hill in such an electrifying short space of time that an enthusiastic reporter described his feat as putting to shame the historic rides of Paul Revere and General Phil Sheridan. Derkum, who follows the not wholly prosaic occupation of locomotive

made by Collier on the banked cement track at Canning Town, England, so that Derkum's performance on a flat dirt mile track is most remarkable. The previous world's record for five miles was 5:073/5, made by Fred C. Hoyt in Chicago in 1906.

In several respects the meet was probably the most notable ever held in America.

The mayor of Los Angeles fired the gun for the first race, and not only were astounding times made in several of the events, but the long program of fourteen events was run off without a hitch, concluding a few minutes past 5 o'clock, while the largest attendance—6,000 persons—at an exclusively motorcycle track meet, was present. Although it rained the night be-



PAUL J. Q. DERKUM, THE NEW RECORD HOLDER

fireman, and who neither smokes, drinks, chews, nor swears—so it is said—flashed into the limelight again on Saturday last, 22d inst., at the Agricultural Park track, Los Angeles, Cal., the occasion being the race meet of the Los Angeles Motorcycle Club. He abundantly proved that his remarkable flight up the long, tortuous hill was no fluke, by placing to the credit of America, as well as to his own credit, a string of world's records.

The new records he set up were five miles in competition, from standing start, in 4:58%, and ten miles against time from flying start, in 10.02. Derkum was not the "whole show," however; for W. G. Collins rode five miles against time in 5:07%. In the absence of specific information it is not known whether Derkum's intermediate times in the ten miles trial were lower than those made by Collins up to half the distance, but it is probable that Derkum's figures will stand as world's records. The previous best time for 10 miles was 10.33,

fore the meet the mile dirt track was in good condition. In several of the events, and especially in the record trials the riders flashed around the unbanked turns without shutting off power, a hair-raising stunt that caused the entire grandstand to rise and cheer the daredeviltry after the danger point was passed.

In the first race, a 3 mile event for singles, in which five started, Seymour and Balke, both on R-S's, got away together and took the lead, the former setting the pace for two miles. Balke took up the running for a while, until Seymour came up and battled with him all the way down the stretch. Balke got the decision by a length in 4:06.

Balke changed to a Torpedo in the three miles for single cylinder stock machines which followed, and got away in the lead with a half dozen others bunched. Getting clear of the interference on the back stretch, E. W. Hoag, on an H. & H., a locally built machine using a Thor cylinder

and a specially designed crank case, came like a cannon ball and led at the half. Hand on an R-S, and Earhart on an Indian kept close to the flying Hoag for a time, but finally dropped back, although they put up a fighting finish for second place, Hand getting it by a length.

Richardson on a Harley-Davidson, got a big lead in the five miles for fully equipped singles and held it for two miles, when Derkum crawled up and at three miles trailed by only three lengths. Derkum (Indian) opened wide on the back stretch and passed Richardson, but the latter came back with a sprint at the tape on the last mile and got his nose in front again. The crowd was on its feet when Derkum snatched the lead again on the turn, but entering the stretch the pair drew level and finished neck and neck, Richardson getting home first by less than a length.

Seven riders lined up for the five miles for multi-cylinder machines, for club members only. Fink, on a big Peugeot, opened up a gap of fifty yards just after the start, with Collins and Risden, both on Indians, respectively, second and third. This order was maintained until the fourth mile when Collins shot ahead and passed Fink on the first quarter of the last mile, and Risden nearly tagged Fink in the homestretch; they were only a few feet apart at the tape. Time, 5:35.

In the next event, also for members only, and at the same distance, Hoag secured a big lead at the start and was never headed. There was a struggle for second and third, Schafer on an R-S taking the place from Risden. Time, 5.401/5.

The two Australian pursuits for singles and multiples, limited to ten miles each, furnished exciting sport. In the event for multiples Derkum began mowing down the contestants in the second mile, and thereafter Blalock and Derkum had the track all to themselves. The latter gradually gained and had the advantage in the last mile, finishing in 10:15. In the event for singles Hoag got away fast and at eight miles had lapped all the others. He finished the last two miles alone, the watches recording 11:10.

Derkum's whirlwind ride in the five miles free-for-all multi-cylindered machines was the feature of the meet. He was quickest to get away, but at the quarter relinquished the lead to Collins, who set a record breaking pace. Blaylock and Schafer followed in third and fourth positions. The first time around less that a foot separated Derkum and Collins, both on Indians, and the second lap saw Collins leading by a narrow margin. Once the straight was reached on the third lap Derkum forged ahead and from then until the finish was never headed, and fairly flew down the homestretch, faster than ever motorcycle traveled on a track before. His time, 4:584/s. as stated, is a world's record. The five miles free-for-all for singles went to Hoag without serious opposition.

Following the regular events Collins and

Derkum went on the track for record trials. the former going five miles and the latter ten. Collins' five laps were reeled off in the dizzy time of 5:07%, the time by miles being 1:00, 2:03, 3:04\(\frac{4}{5}\), 4:06, 5:07\(\frac{2}{5}\). If Collins's trial was spectacular, Derkum's was nothing short of sensational. Getting away to a flying start he covered the first mile in 57 seconds. Two miles were reeled off in 1:54, and his time for three miles was 2:51-a cut of 14 seconds-the total time being 10:02. Although his time for the miles from four to nine, inclusive, is not given there is little doubt but that all of them are world's records. A noteworthy feature is that while some of the other riders used wood rims and racing tires, in the record trials both Derkum and Collins used 21/2 inch G & J road tires with the Bailey tread. Derkum rode a 4 horsepower special Indian two years old, while Collins steered a 5 horsepower Indian of this year's model. The summaries:

Three miles, for boys, stock machines—C. Balke (Reading Standard), first; R. Seymour (R-S), second; F. Loge (Indian), third. Time, 4:06.

Three miles, open, stripped stock machines, single cylinders—E. W. Hoag (H. & H.), first; W. A. Hand (R-S), second; E. Earhard (Indian), third. Time, 3:35\%.

Five miles, open, fully equipped stock machines, single cylinders—Lee Richardson (Harley-Davidson), first; P. I. Derkum (Indian), second; R. Seymour (R-S), third. Time, 6:27.

Five miles, multiple-cylinder—W. G. Collins (Indian), first; Gus Fink (Peugeot), second; C. W. Risden (Indian), third. Time, 5:35\%.

Five miles, club members—E. W. Hoag, (H. H.), first; J. H. Shafer (R-S), second; C. W. Risden (Indian), third. Time, 5:401/5.

Two miles, obstacle; to pump up both tires before starting—E. Knappe (Indian), first; C. F. Dunham (R-S), second; C. E. Johnson (Indian), third. Time, 5:46%.

Ten mile limit, Australian pursuit race, multiple cylinder—P. Derkum (Indian), first. Time, 10:15.

Ten mile limit, Australian pusuit, single cylinder—E. W. Hoag (H. H.), first. Time, 11:10.

Five miles, free-for-all, multiple cylinder—P. S. Q. Derkum (Indian), first; W. G. Collins (Indian), second; G. Blaylock (H. & H.), third. Time, 4:58\%.

Five miles, free-for-all, single cylinder—H. W. Hoag (H. H.), first; C. Baeke (Torpedo), second; W. G. Collins (Indian), third. Time, 5:33.

Exhibition mile against time—Stanley Steamer (W. Ruess). Time, 1:033/5.

Ten miles against world's record—P. J. Q. Derkum (two cylinder Indian). Time, 10:02. First mile, 0:57; two miles, 1:54; three miles, 2:51.

Five miles against record—W. G. Collins (Indian, two cylinder). Times by miles, 1:00, 2:03, 3:0446, 4:06, 5:0726.

Messenger boys' bicycle race, one mile— D. N. Smith (Postal), first. Time, 2.391/5.

#### ON ROLLERS AT SPORTSMAN'S SHOW

Home Trainer Contests Prove an Interesting Feature—Final Heats are to be Decided Next Week.

Probably none of the sporting events featuring the Sportsman's Show now in progress in Madison Square Garden, New York City, have aroused more enthusiasm than have the home trainer bicycle races, conducted by the Tiger Wheelmen. As a rule, home trainer races are uninteresting to the causal observer, but there is no denying the fact that those in the Garden have created a great deal of interest.

The rollers are staged on the royal box at the Fourth avenue end of the hall, in plain view from practically all parts of the Garden. The only criticism that can be raised is that the club's colors—orange and black—make the hands and the dial not quite so plain as white and black would be. Notwithstanding this possible detriment a large crowd always congregated on the main floor directly in front and under the rollers, whenever an event is run, and cheer for the fastest rider as indicated by the hand on the dial.

The events began on Saturday night last, 22d inst., when four heats of the one mile amateur championship were run; the other three trial heats were run on Monday night of this week. The riders making the fastest time qualify for the semi-final heats, and so on by a process of deduction until two men remain, who will ride the final.

Three series of the club team championship, which will be decided by points, have been held, the contenders being the Tiger, Brower and Edgecombe Wheelmen, and a mixed Inter-State team. At present the Tigers lead with 21 points, and the Edgecombes second with 15 points. The remaining heats of both the individual and club team championship will be decided next week.

The feature of Thursday night last was a match between J. Frank Galvin, of New Milford, Conn., and C. A. Sherwood, of New York City. Galvin won both heats, Sherwood falling in the second.

The three-cornered race between Galvin, Krebs and Sherwood last night (Friday) was exciting. Galvin beat Sherwood in the first, and the latter took Krebs's measure in the second. The final between Galvin and Sherwood went to the latter after a nip and tuck fight for more than a mile. Sherwood drew away in the final sprint.

The summaries:

Mile Amateur Championship.

First—Won by George McAdams; second, Victor Anderson. Times, 1:26% and 1:27%. Second—Won by Otto Brandes; second, J. F. Joy. Times, 1:14% and 1:24%. Third—Won by Nick Kind; second, Jos. Berlenbach. Times, 1:27% and 1:31%.

Fourth—Won by Chris Kind; second, F. W. Berlenbach. Times, 1:194% and 1:304%. Fifth—Won by J. B. Hawkins; second, Arthur A. Allen. Times, 1:23½ and 1:484%. Sixth—Won by Joe Harris; second, Charles Schlosser. Times, 1:35½ and 1:414%. Seventh—Won by Owen J. Devine; second, Charles Milkowait. Times, 1:35 and 1:413%. First semi-final—Won by McAdams; Kind did not finish. Time, 1:314%. Second semi-final—Won by Hawkins; second, Chris Kind. Times, 1:32 and 1:36½.

Three-cornered professional match between J. Frank Galvin, Floyd Krebs and C. A. Sherwood—First heat won by Galvin; second, Sherwood. Time, 2:433/5. Second heat won by Sherwood; second, Krebs. Time, 3:142/6. Final heat won by Sherwood; second, Galvin. Time, 3:09.

Club Team Race-3 Miles.

First series (Tiger W. vs. Brower W.)—First heat won by Milkowait; second, Allen. Time, 5:123%. Second heat won by Schlosser; second, McAdams. Time, 5:25%. Third heat won by Hawkins; second, J. Berlenbach. Time, 4:48. Score—Browers, 12 points; Tigers, 9 points.

Second series (Edgecombe W. vs. Inter-State Team)—First heat won by Owen J. Devine; second, Brandes. Time, 4:48. Second heat won by J. F. Ivy; second Chris Kind. Time, 5:01. Third heat won by Harris; second, Nick Kind. Time, 4:55. Score—Inter-State, 15 points; Edgecombe W., 6.

Third series (Tiger W. vs. Edgecombe W.)—First heat won by McAdams; second, Chris Kind, Time, 5:0936. Second heat won by J. Berlenbach; second, Brandes. Time, 4:5816. Third heat won by Nick Kind; second, F. W. Berlenbach (fell). Time, 5:2136. Score—Tiger W., 12 points; Edgecombe W., 9 points.

Two mile match between W. F. Ivy and Otto Brandes—First heat won by Brandes. Time, 3:01%.

One mile match between J. Frank Galvin, New Milford, Conn., and Charles A. Sherwood, New York City. First heat won by Galvin. Time, 1:21. Second heat won by Galvin (Sherwood fell). Time, 1:301/6.

#### Tiger Wheelmen's Home Trainer Meet.

Entry blanks have been issued for the Tiger Wheelmen's home trainer meet, to be held at Turn Hall, Fifty-fourth street and Broadway, New York City, Saturday night, March 21st. Only one event will be held, but this is of such proportions that it should attract a large entry list. It will be the one mile championship of New York and New Jersey, and a certificate of the fact will be given the winner by the National Cycling Association, in addition to a Racycle bicycle. The other prizes are a two-speed coaster hub, two lamps, a saddle and a fountain pen. Each cycling club is allowed to enter three riders, and to the club whose riders make the best combined time will be awarded a silver trophy. Entries close with H. A. Gliesman, 782 Eighth acenue, New York City.

#### FINAL MILE A GRUELING CONTEST

Lawson's Great Riding Wins Six Days Race at Boston—Exciting Incidents in Last Day's Long Grind.

Final Score.

		Miles.	Laps
1	Iver Lawson-James F. Moran	415	9
2	John Bedell-Menus Bedell	. 415	9
3	Floyd Krebs-W. L. Mitten	415	9
	Joe Fogler-Hugh MacLean		9
5	C. A. Sherwood-Geo. Wiley	415	9
6	Matt Downey-Pat Logan	415	9
7	Walter Bardgett-E. F. Root.	415	9
8	N. M. Anderson-C. Vanoni	. 415	9
9	J. T. Halligan-D. Connolly	. 415	8

Before the largest crowd ever assembled in Park Square Garden, Boston, and in one of the greatest finishing sprints ever seen in a distance race Iver Lawson of Salt Lake City won the so-called six day race which finished there last Saturday night, 22d inst. James F. Moran, of Chelsea, was his partner in the week's race, and the contest just concluded makes the third successive long distance victory for this team. Lawson and Moran won the 24 hours race in Boston and followed this up with a victory in the Kansas City six day race, and the victory of last Saturday night.

At 10.25 Saturday night the teams were notified that the last changes must be made and Halligan retired as his team was then one lap behind the leaders. Eight teams were tied for the lead and the men selected to ride the final sprint were Lawson, Fogler, John Bedell, Bardgett, Downey, Sherwood, Anderson and Krebs.

The final mile was the hardest seen in many a day. Krebs assumed the lead with Bedell trailing and Downey half way up the bank, with Sherwood at his rear wheel. Then came Lawson, Fogler and the others. For four laps there was no change, until Lawson began to unwind and moved up the line on the outside. Crossing the tape just after the half mile Lawson had got into perfect motion, shot ahead and down on the pole.

Fogler had been trailing him, but when Krebs and Bedell heard the roar from the crowd they knew Lawson was on his way, and they jumped so hard and so quick that Lawson was forced to a supreme effort, one so great that Fogler dropped. When Lawson dropped on the pole line, Bedell had his wheel and Krebs next, with Fogler high on the bank.

Then began the battle for the tape. Lawson kept moving and Bedell made a dying effort at two laps to go. He made another effort on the last lap and was able to hold Lawson's rear wheel. The pace was so fast that Krebs could not jump, and he was glad to cling to Bedell and hang on for third money. Fogler finished fourth, a length behind, but was almost beaten on the tape by Sherwood. Downey, Bardgett and Anderson had a race of their own sev

eral lengths behind, in which Downey beat Bardgett by inches.

The riders were on the track the last day from 2 o'clock in the afternoon until 10.30 at night and special prizes were offered to the leader at the end of each hour. Taylor won the first hour and Bardgett and Moran rode a dead heat for the second. The third went to Halligan and Downey scored the fourth. Logan took the next two while Halligan scored the seventh and last after practically riding a match race with Vanoni, with no opposition from the rest of the field. Halligan beat the Italian by inches. There was but one relative change in the field during the last day, Connolly and Halligan losing a lap in one of the sprints. "Major" Taylor and Nat Butler withdrew at 6 o'clock after some little dispute. They were then two laps behind, so it would not have made any difference to the final placing. Albert Champion rode an exhibition behind pace, covering the mile in 1:403/5.

Repeated sprints and lap attempts marked Friday's race, and it resulted in the Taylor-Butler combination losing another lap, the first having been lost on Thursday night. The Bedell brothers and the Logan-Downey team were looking for trouble all evening, and they made the going particularly fast. It was shortly after the end of the first hour that Menus opened up a lead and set the field in motion. The Taylor-Butler combination fell steadily behind and after they were lapped, there was a slight lull, until Logan took a notion to do a little sprinting. It was stopped when Connolly's saddle post broke.

At 9.30 "Major" Taylor left the field as if it was anchored and sailed away for one of his lost laps. Walter Bardgett was the first to catch him, and trailed the negro as he gained a third of a lap. Butler picked up Taylor and increased the distance, but the field overhauled the veteran Cambridge pace follower before he went much farther.

As the field began to slow down John Bedell unloosed another jump and he also got a third of a lap before Logan and Fogler caught up to him, determined to stay in the attempt, but it ended when Sherwood bumped the boards. The special hour prizes during Friday night were won by Fogler and Lawson, the former scoring at the end of the first hour, while Lawson collected at the end of the second. The final sprint also went to Lawson after a three lap fight against John Bedell and Matt Downey.

#### Springfield Has Two Motorcycle Clubs.

Springfield, Mass., now has two motorcycle clubs. The second one, styled the Home City Motorcycle Club, was formed last week with the following officers: President, C. Desautelle; vice-president, R. S. Smith; secretary, C. W. Hobart; treasurer, R. L. Hartwell; captain of runs, R. B. Lawson; lieutenant of runs, A. F. Arnold; second lieutenant, R. Page; trustees, G. A. Tuckey, A. H. Buck and G. D. Comstock.

#### SHERWOOD TO MEET JACQUELIN

Former Amateur Champion Starts for Europe Next Week—Booked for Five Races in Paris.

Charles A. Sherwood, former amateur champion of America, and now a crack professional sprinter, will sail for Europe Tuesday next, March 3d, on the North German Lloyd steamer Kaiser Wilhelm II. Sherwood expects to be abroad about three months, and in that time he will have met all the professional sprinters of Europe.

The young New Yorker has a good contract with Parisian promoters and has been booked for five match races against any rider they see fit to put against him. Sherwood will arrive in Paris on the 9th, and will immediately begin training for his first race, which will take place on the Buffalo track, on March 22d. Jacquelin is expected to be his first adversary.

Although Sherwood has been hailed as a second Kramer, there are many who predict his failure to make good on continental tracks, and it is for just that reason that he is anxious to measure speed against the world's fastest sprinters. Whether he will make good or not is a question. At any rate Sherwood will enter Europe with an enviable record.

Sherwood is young yet; in fact, he is not 22 years of age, and so he has plenty of time to perfect himself in the tricks of European sprinters. He began riding in 1902 and after the first year has been a consistent prize winner. He finished third in the amateur championship in 1905, and the following year won the title. No track championship series were held in 1907, but Sherwood won the greatest number of points in the road championship.

He turned professional on November 9th, winning a third prize in his first race against the fastest professionals in Boston. In the six day race held in Boston last November, Sherwood teamed with Limberg, and the pair finished fifth. In the New York six day race Limberg flunked and caused Sherwood to withdraw. In the 24 hours race in Boston George Wiley was his partner and fifth money was again their portion. This team finished third in the Kansas City six day race, and was fifth in the six day race at Boston, which finished last Saturday night.

Since turning professional Sherwood has demonstrated that he has improved wonderfully, and is able to give such cracks as Fogler, Lawson, Bardgett, the Bedells and Krebs a hard battle. Stripped, Sherwood weighs 145 pounds, and measures exactly six feet in height. As a finishing sprint is his specialty and as he is more at home on large tracks, which he will ride upon in Europe, than he is upon small saucers, Sherwood should give a good account of himself, if he does not prove a world-beater.

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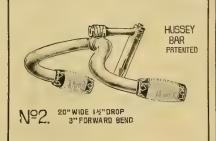
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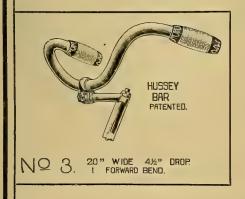


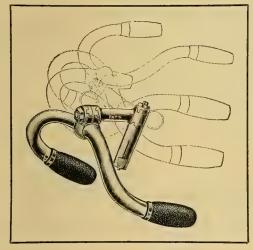
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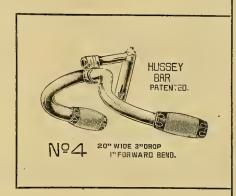


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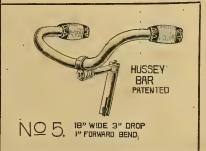






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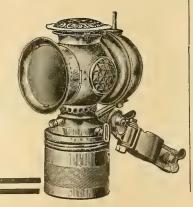
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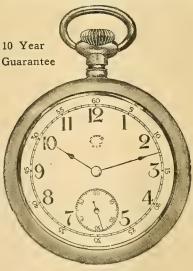
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#### DANIEL (II) IN THE LIONS' DEN

Babylonian Incident Reproduced in Baltimore, with Variations—Events at the Benefit of the Crescents.

When old King Darius, of the Medo-Persian team, along about 500 or 600 B. C., threw Daniel into the lions' den, according to Biblical history, doubtless he little thought that in the twentieth century the same stunt would be "pulled off" with modern embellishments in Baltimore, some miles west of Babylon.

It did happen, however, as several hundred Baltimore school children and others will testify. Thomas W. Baker, captain of the Crescent Bicycle Club's racing team, champion pursuit rider, and a few other things will henceforth be known as "Daniel II."

Not to prove his faith in religion did "Daniel II." Baker enter the lions' den in the Baltimore zoo, on Monday night, 17th inst. Far from it. It was to help along the Crescent's benefit that Baker took his life in one hand and his trusty bicycle in the other and entered-oh, horrors-the den of ferocious, toothless lions. There were at least five of them, but "Daniel II." Baker never faltered as he mounted his bicycle and rode circles around those once proud leonine monarchs of the mountains, to the absolute unconcern of the captive beasts and to the screams of the aforesaid school children. Only once did "Daniel II" waver and that was when one decrepit beast almost looked at him from the corner of his one good eye.

"Daniel II" Baker in the lions' den was not the only feature of the Crescent benefit. There was a three heat unlimited pursuit race for the championship of Maryland, and a race between a rider on a bicycle and two roller skaters.

The pursuit race was run in two trial heats and a final. In the first heat Champion Robert Louis Stevenson Shanklin went against George W. Pabst. Both riders fell, but remounted and rode until Shanklin overhauled his opponent in the thirteenth lap; there were 18 laps to the mile. Time, 2:19.

The second heat was between "Daniel II" and E. Edward Towson. The latter won after riding ten laps in 1:41. Towson and Shanklin came together for the final but the local champion slipped on the flat floor in the first lap. This put him out of the running for Towson passed in the second lap and the race was over in 30 seconds.

The race between Harry Brunner on a bicycle and Hart and Thompson, both on roller skates, was won by the cyclist after going 18 laps. This was the most exciting event of the evening. The meet was well attended and netted quite a sum for the Crescent's treasury. During the evening Howard French made a speech and pre-

sented the French diamond medal to Frederick Welsh for having ridden the greatest number of miles during the last year. The French loving cup also was presented to the Crescents, as the club making the greatest mileage in the competition.

#### American Riders in Olympic Games.

According to London advices, three American riders have been invited to ride at the inaugural meet to be held on the track upon which the Olympic games are to be held next June. The meet will be held on May 9th and will consist of both amateur and professional events. It is stated that C. A. Sherwood and "Major" Taylor have been asked to represent America in the sprint races, and Walthour in the paced race, Darragon, of France and Wills, of England, being the other pace followers invited. France will be represented in the sprint races by Friol and Poulain; Germany by Walter Rutt; Denmark by Ellegaard, and England by J. F. Benyon. When seen this week Sherwood said that he had heard nothing of the meet, but supposed that the invitation had been given to his Parisian managers.

#### Skaters Challenged to Race Ice-Cycle.

Countless snow-cycles have been made at one time or another in which the usual plan was to substitute for the front wheel some sort of a runner, while the rear wheel was either left intact or shod with a spiked tire. It remained for a Milwaukee, (Wis.) genius, rejoicing in the ubiquitous surname of Smith, and the equally common characteristic of George, to evolve the ice-cycle. In principle and appearance, the ice-cycle is not unlike the usual snow-cycle. That is to say, the regular front fork of the bicycle has been removed, and in its place another has been substituted to which a crescent shaped skate is attached. The rear wheel is shod with short spikes, as a matter of course. Unlike many other geniuses who are inventors only, Smith has a taste for speed, and has issued a challenge to meet all skaters in distances from one mile up.

#### Two Straight for Stroud Against Trotter.

W. Richard Stroud, of the Stroud Wheelmen, is now confident that he can defeat Dan Trotter, the crack sprinter of the Aquinas C. C., of Philadelphia. Stroud has held this opinion all along, but Trotter entertained a different view, so two races between them were arranged at the mixed athletic meet held in the Third Regiment armory, Philadelphia, Saturday last, 22d inst. In the afternoon Stroud won from Trotter in a mile pursuit in 3:12. The distance in the evening was the same, and Stroud was again victorious. Time, 3:03.

It is not known whether "Major" Taylor is going to Europe or not. Despite an interview with the negro, published in a Boston paper, in which he states he is not going abroad, Les Sports, of Paris, positively states that Taylor has been signed for twenty races in Europe.

#### SAN FRANCISCO MAY HAVE RACES

Heagren Said to Have Leased Site for a Saucer—Sport Outlook on Pacific Coast More Muddled.

Although it was supposed that with the selection of Iver Redman as manager of the Salt Palace saucer at Salt Lake City, peace would be restored in Zion, such it seems is not the case.

It had been widely reported that if Harry B. Heagren did not secure the position given to Redman, W. B. Fowler and he would build another track in Salt Lake City. Heagren did not secure the managership of the Salt Lake track, but he is not going to build another track in that city. Instead, he will direct his forces in San Francisco, according to reports from the California city.

It is said that Heagren has secured a five years' lease upon a large skating rink in San Francisco, and will erect a ten lap track, beginning building operations at once. While it would appear that this determination on the part of Heagren clarifies the racing atmosphere at Salt Lake City, it only makes the situation more muddled, but in a different way.

As has been detailed in the Bicycling World, Heagren claims to have secured the signatures of the best riders in Salt Lake City to ride under his management this season, clinching the contract made with the riders by paying each one dollar on account, which would tend to make such contracts binding in the eyes of the law.

Among the riders that Heagren claims to have secured are Norman C. Hopper, A. J. Clarke, and others. Chapman also claims to have contracts with these riders, and as Clarke is at present in Australia he cannot speak for himself. W. E. Samuelson thinks he has been underpaid at the Salt Lake track during the past two seasons, and expresses a willingness to go with Heagren.

With three tracks in Utah—the Salt Palace saucer in Salt Lake City, the Salt Air saucer in Salt Air, and the Glenwood saucer at Ogden—and a projected one for San Francisco, it begins to appear that there will ensue an interesting fight between the respective managers to secure sufficient riders at each of the tracks to make a meet possible.

#### Motorcycles as Fire Apparatus.

For some time certain of the German fire-fighting companies have been equipped with bicycle tenders, which are used for despatch duty during heavy conflagrations. The firemaster of Beckenham, England, has gone a step further in the same line by installing a motorcycle equipped to carry two men and a light extinguisher. The object is to secure a light and speedy vehicle for answering first alarms on short notice.

#### PEACE REIGNED AT PARIS MEETING

Appointment of Commission to Frame Universal Amateur Rule Stills the Storm
—Championships Awarded.

The expected storm did not arise over the impeachment of French amateurism by the National Cyclists Union, of England, at the sixteenth congress of the Union Cycliste Internationale, which was held in Paris, February 8th. The subject was raised by T. W. J. Britten, representing the English body, who said that while France formerly was very strict regarding amateurism, stricter even than Great Britain, the position suddenly had been reversed. He contended that the basis of the amateur definition should be international, and maintained that the recent ordinances of the Union Velocipedique de France, permitting amateurs to receive free machines, traveling expenses and trainers' fees, were directly opposed to the spirit of amateurism.

This brought out a wordy discussion, Leon Breton, the French delegate, quoting the constitution of the Union Cycliste Internationale to show that each body has a right to its own definition, and referring somewhat sarcastically to the Henley definition. After a wordy debate between several delegates, all taking part except the German representatives, who withdrew to one corner of the room and discussed family affairs, for which they were called to order by President Beukelaer, peace was restored when Mr. Britten moved that a commission be appointed to study the amateur definitions of the respective bodies belonging to the international association, in an effort to determine a universal definition that could be adopted by the Union Cycliste Internationale, for application by all the affiliated associations. The committee was instructed to report at the spring congress. The members of it are Collignon of France; de Mercader, of Spain, and Heck of Hol-

The congress was the best attended in some years, the associations represented and delegates present, with the number of votes of each, being as follows: Ligue Velocipedique Belge (Belgium), Mm. de Beukelaer, F. Colignon, Posse Rosseels and Chabanne; 6 votes. National Cycling Association (America), Victor Breyer; 10 votes. Union Cycliste Suisse (Switzerland), M. Aubry; 4 votes. Union Velocipedique de France (France), M. Leon Breton; 12 votes. Verband Deutscher Radrennbahnen (Germany), H. Schneider, Hontschka and Lier; 10 votes. Uniona Velocipedista Italiana (Italy), M. Carozzi; 4 votes. Nederlandsche Wieler Bond (Holland), M. Heck; 4 votes. Union of Dansk Cycleklubber (Denmark), M. A. Riguelle; 4 votes. Union Velocepidaca Espanola (Spain), M. de Mercader; 2 votes. Union Velocipedica Portugaisa (Portugal), M. Rousselot; 2 votes.

National Cyclists' Union (England), T. W. J. Britten; 8 votes. Australasian Federal Cycling Council (Australia, M. Paul Rousseau; 4 votes. U. S. Grecques (Greece), M. Pierre Roy; 2 votes.

Victor Breyer, for the National Cycling Association, wanted the international body to discontinue the world's amateur championships, explaining that in his experience he has found that those who compete in these events are not bona fide amateurs. The discussion brought about the adoption of a resolution eliminating a number of socalled championships. Hereafter there will be only two kinds of championships, the world's championships allotted by the Union Cycliste Internationale, and the national championships held in countries represented by membership in the international body. This will eliminate so-called European championships, Asiatic championships, and such high-flown titles that some track promoters have awarded in times past.

Germany had been awarded the world's championships for this year, but two claimants appeared for them and after the Berlin and Leipzic delegates had in turn expended their eloquence in favor of their respective cities, the congress endeavored to please both by giving the amateur championships to Leipzic and the professional championships to Berlin. The next congress will be held at Leipzic on July 25th, the amateur championships taking place on the day following. The professional championships will be held at Berlin on July 30 and August 2d.

Holland and Denmark asked for the championships in 1909, but the latter got a majority of votes, so next year's events will be held at Copenhagen. For 1910 the championships were awarded to Belgium.

The only other business of importance transacted was in deciding the universal color for the licenses for 19010. It will be "academic violet," whatever that is.

#### Track Building Fever in California.

California has caught the track building fever. In addition to the track to be built at San Francisco by Harry Heagren, Ed. Pickering, formerly of Salt Lake City, states that he intends to build an eight-lap track in Los Angeles, where he is manager of a large amusement park. The saucer will cost \$10,000, it is stated, and will have seating capacity for 6,000. Tracks are also spoken of for Sacramento, Oakland, Stockton and San Jose. Pickering says that his saucer in Los Angeles will be completed within two months and that he expects to have racing practically all the year, the climate at Los Angeles making this possible.

#### Toledo May Bid for F. A. M. Meet.

New York City evidently will not secure the privilege of holding the F. A. M. 1908 meet without a contest. A report from the West states that Toledo, Ohio, also will file an application, but no very definite particulart are given concerning the move.

#### WESTERN MOTORCYCLE UNION OFF

After Interview with F. A. M. President,
Its Projector Abandons It—Says He
Misunderstood Matters.

There will be no Western Motorcycle Union. L. C. Boardman, who, with A. F. Alofsin, was the prime mover in bringing about the temporary organization of a body of that name in Chicago, was in New York on Tuesday last and while here called on R. G. Betts, president of the Federation of American Motorcyclists; and before he left he gave positive and repeated assurances that the projected union would be at once abandoned. A meeting to discuss the matter of permanent organization had been called for March 6th, but Boardman said the movement would go no further.

The two men had a very frank talk. Betts informed Boardman that any attempt to build up an organization that would in any way conflict with the F. A. M. Western district, or any other district, would be considered unfriendly action and a sign that discord and disturbance was desired, whereas any effort to increase the strength and usefulness of any district would be heartily welcomed. The Chicagoan emphatically repudiated the charge that he meant to temporize or in any way run counter to the F. A. M. He said he was anxious to work with it and for it, and to prove his good faith promptly tendered his application for membership. He had not fully understood the working plan of the F. A. M. and was intent only on increasing motorcycle activity in the West. He promised to use his efforts to assist in building up the Western district of the F. A. M.

As a matter of fact, the projected Western Motorcycle Union, which, by resolution, acknowledged the F. A. M. as the national governing body, had caused more feeling within the ranks of the Chicago Motorcycle Club than elsewhere. Because several former members were connected with the project, the clubmen view it as an attempt to disrupt or undermine their organization. During his interview with Mr. Boardman, the president of the F. A. M. went into this phase of the matter and the former disclaimed even the remotest intention of the sort. He said that idea of injuring the local club had not entered anyone's head and that he would appear before the Chicago Motorcycle Club, of which he is a member, and give his personal assurance to that effect.

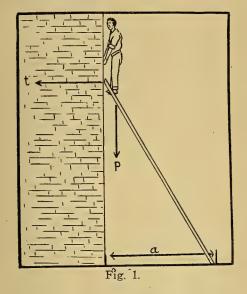
#### Providence Planning a Motorcycle Meet.

It is probable that the Providence (R. I.) Motorcycle Club will hold a race meet on May 30th. A tentative decision to do so was reached at the club's meeting last week, but nothing definite will be done until the new racing committee, of which E. L. Buffington is chairman, renders a report.

#### THEORY OF OFFSETTING CYLINDERS

Effect in Lessening Wall Thrust on Down Stroke of Piston Illustrated—How Engine Friction is Reduced.

During the past year or two an increasing number of manufacturers of gas engines as applied to automobile use, have



adopted the practice of offsetting the cylinder from the center of the crank case, with the object of reducing the engine friction and applying the force of the explosion more directly to the crank during the working stroke than otherwise is possible. In due course, it is probable that some of the motorcycle makers must become interested in the practice as it is a principle founded on sound theory. Its study involves a useful understanding of the way in which power is lost in the motor while being de-

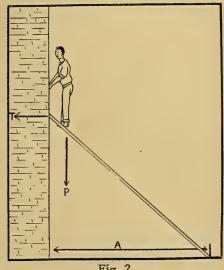


Fig. 2.

veloped for outside application in propelling the machine.

It is a well known fact that in the average gasolene motor nearly one-fifth of the power generated by the burning gas is absorbed in turning the crank shaft, leaving

the remaining four-fifths to drive the connected mechanism. At the same time, a moment's thought will be sufficient to convince any one familiar with such machines, that it does not require anywhere near onefifth of the ordinary power output to turn over the crank shaft by hand. The difference between the amount of effort necessary to turn over the motor when not running under its own power, and the amount of power absorbed from the total amount generated when it is running under ordinary circumstances, forms the bulk of what is commonly called engine friction, and is the factor which it is sought to reduce by offsetting the cylinder.

To understand how that friction is developed, it is necessary to consider only the simplest possible illustration in the world—that of a man standing on a ladder, which is leaning against a wall. As shown in Fig. 1, it is evident that while the man's weight acts directly downward on the top rung of the ladder, a portion of its effect must

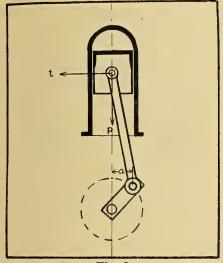


Fig. 3.

be diverted against the wall. If this is at all in doubt, it is sufficient to reflect upon what would occur were the ladder placed at the same inclination, but not leaned against any support. The "wall thrust," as it may be termed, or the pressure against the support which is due only to the man's weight, may be represented by the arrow, t, while the remaining portion of his weight which acts directly downward, may be denoted by the arrow marked P, in the illustration.

If the ladder is inclined more obliquely to the wall, the effect of the wall thrust must be more marked, as shown in Fig. 2. This is shown to be true by considering that if the ladder were laid perfectly flat upon the ground, the whole of the man's weight would be acting directly downward, or at right angles to the length of the ladder, while if the ladder were stood perfectly straight in the air, the same force would be acting down and along the length of the ladder, while practically none would be absorbed in supporting the ladder. In other words, the wall thrust varies with

the inclination of the ladder, and is zero or practically so, when the ladder is vertical.

The same reasoning applied to the case of the piston of the gas engine, shows that the pressure of the burning and expanding gas in the top of the cylinder which exerts a downward pressure, must create a wall thrust on the side opposite to that at which the crank stands, and at once, proportional to the pressure on top of the piston and

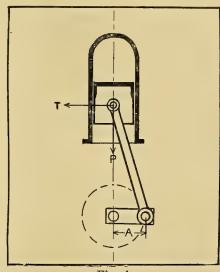


Fig. 4.

the angle at which the rod stands to the wall. This is shown diagramatically in Figs. 3 and 4, where it is evident that the wall thrust, t, in Fig. 3, must be less than that indicated by T in Fig. 4, by an amount which is dependent on the distances a, and A, respectively, which measure the distance corresponding to the position of the foot of the ladder, shown by the corresponding letters in the first two illustrations.

As the piston follows the motion of the

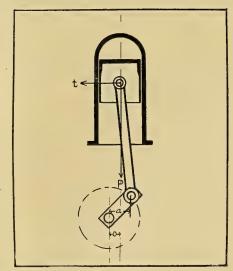


Fig. 5.

crank, the angle of the connecting rod is seen to vary. Consequently it follows that the wall thrust of the piston must vary throughout the stroke, and that on the up stroke, it is exerted on the opposite side from the one affected during the down stroke. A further variation in this pressure also is caused by the variable pressure of the gas upon the piston head.

Supposing the piston to be in the position shown in Fig. 3, and the cylinder to be moved over to the right by a distance, o, without otherwise altering the mechanism. Then, as shown in Fig. 5, it is apparent that the angle between the connecting rod and the wall must be reduced. The distance between the lower end of the connecting rod and the center line of the crank shaft, may be the same as before, but the position of the wall being altered, serves to change this angle. This, in turn, has the effect of reducing the wall thrust by a corresponding amount.

Obviously the same effect will hold throughout the entire length of the down stroke. On the up stroke, however, the opposite will be true, as shown by Fig. 6, in which it is evident that the increased angle between the rod and wall must produce a greater wall thrust than was the case originally.

This, in a word, is the principle of offsetting the cylinder. Were the piston double acting, that is to say, were its up stroke as important as the down stroke, such a device would be useless, because the advantage gained on one stroke by reducing the wall thrust, would be counteracted by the disadvantage of a greater thrust introduced on the next. With the gas engine, however, it should be remembered that only the down strokes are utilized in developing the power, the purpose of the upward strokes being merely subsidiary. The greatest force exerted on the piston during any upward stroke is that of compression, while the greatest exerted during any down stroke is that of the explosion which is usually about three times as great. Therefore a considerable advantage is gained by this means, simply because the wall pressure is reduced during the working stroke.

The way in which this advantage is derived develops from the fact that power lost in friction depends upon pressure and motion. So that reducing the pressure serves to reduce the frictional resistance to piston travel. It is to be understood that the practice of offsetting the cylinder does not in the least affect the resistance offered to turning to motor by hand, but only that additional resistance referred to above, which develops when pressure is exerted on the piston.

The effect of this arrangement is to throw the motor somewhat out of balance so far as its weight in the machine is concerned, though this tendency is commonly counteracted by placing the valves on the "off" side, so bringing the machine back into symetry. Further, it becomes necessary to alter the design of the crank case of an offset motor somewhat, since merely changing the position of the cylinder would cause the connecting rod to strike on the up stroke, as indicated in Fig. 6. These considerations of design, are not of great importance, however.

It has been shown by tests that the effect of reducing the wall thrust in this way, as brought about by offsetting the cylinder .16 of the stroke, is to diminish the wall pressure during the working stroke by fully one half, and to increase it on the compression stroke by about one third. The net result, however, is a direct gain in power, through the reduction in engine friction, in addition to which, the more direct application of the power to the crank, tends to reduce vibration, as it is claimed, and also prolongs the life of the motor, by re-

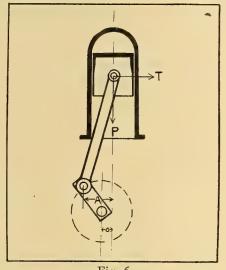


Fig. 6

ducing the strain on the parts and eliminating a part of the wear, as a result of the lessened friction. It is seemingly another of the many compromises so frequently essential to good design.

#### How to Remove Broken Pedal Pin.

One of the little kinks that is worth knowing is how to remove a pedal pin from the crank when it has broken off so close that neither wrench or pliers can get a grip on it. If the piece that remains is not broken off flush with the crank a slot may be filed in it and a screw driver then employed to simply screw it out. If, however, there is not room for this, a hole may be bored through the center of the piece, by the use of a breast drill, then four notches filed and a piece of square iron forced in, the iron offers a gripping surface for the wrench and the piece may be screwed out without much difficulty.

#### Calibration of the Ammeter.

When an ammeter of the common lowpriced variety has been in use for some lit tle time, it is well to "calibrate it" or check its readings against those of some standard instrument. This can be done most readily by employing a large instrument, such as is commonly used on electric switchboards, and after noting the amperage given by the battery, testing it a second time with the regular ammeter. If it is found to give an incorrect reading, the difference between its indication and that of the standard, may be added, or subtracted from the ordinary observations to get a fair idea of the existing condition in the cells. Many of the cheaper instruments tend to give high readings after they have been used for a time, and on this account it is well not to place too much faith in them. Obviously if the reading is too high, the indication will not give a correct idea of the amount of life left in the cell, and the result is usually that the battery is more nearly exhausted than appears to be the case. In fact, though giving a normal reading on the poor ammeter, it may be almost exhausted.

#### Bicycle for Land or Water.

First and last, a good many different sorts of bicycle boats have been offered to a wondering world. But it remained for William Bryden, a bicycle repairer of Los Angeles, Cal., to invent a contrivance of this sort which is truly amphibious in that it may be run about equally well on sea and land. It consists of a bicycle of ordinary construction in a general way, to which are affixed two water-tight cylindrical tanks, nine feet long and nine inches in diameter. One of the tanks is mounted on either side of the machine and at a sufficient height from the ground to permit the wheels to carry the machine when on land, in the ordinary way. When "launched," however, the tanks are of sufficient capacity to float it, its propulsion through the water being secured by the aid of a series of small fan blades attached to the spokes of the rear wheel, while steering is accomplished by the rudder-effect of the front wheel, which has a sheet metal fin attached to the inside of the rim, whereby the purpose is brought

#### Substitute for Valve Spring.

Necessity, the "mother of invention," is responsible for many a happy solution of difficulties which might have caused almost endless annoyance. This was recently illustrated when a motorcyclist suffered the inconvenience of a broken inlet valve spring while on a country road, far from repair shops or stores where material for temporary repairs could be obtained.

Though the accident was small in itself the consequences were serious in that a long walk, pushing a machine, was involved. The necessity of overcoming the difficulty was there, and the means were at hand when the fertile brain, spurred by the prospect of a tedious tramp and delayed trip, suggested the use of a piece of spiral spring such as could be obtained from a window shade roller. At the first house the ownership of the interior mechanism of a window curtain changed hands for a slight consideration, and after cutting it into two parts the ingenious rider went on his way rejoicing.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

#### TWO TYROS AND AN "EXPERT"

How They Labored Over a Trifle—More Evidence that Experts are not Always

What They Seem.

"That reminds me of——" but before the experienced motorcyclist could say more, one of the youngsters broke in.

"Say!" he remarked. "That story about experts which you told last week made me think of an incident that occurred early in my career as a rider of the power bicycle. In fact it was very early in my career, in as much as it was my first ride, and it ever will be remembered as an occasion which justified all that it covered by 'weeping, wailing, and gnashing of teeth..'"

The experienced motorcyclist looked hurt because of such unusual interruption, but he swallowed his pride and bidding the youngster "go ahead," he settled back in the role of listener.

"Well, unlike you," said the youngster, "I did not buy a second hand machine. Mine was brand new, and, of course, I had every reason to believe that it was perfect in every respect. This belief was strengthened by the fact that the dealer from whom I bought it had one of his 'experts' ride it and leave it at the place I intended keeping it, a bicycle store and repair shop located near to one of the finest bicycle paths in the world.

"The machine, running under its own power, arrived with the 'expert' bright and early Saturday afternoon. Everything was working in fine shape, he had said, and I looked forward to my first ride with pleasurable anticipation. While it is true that I knew nothing of the machine, I could not expect any assistance, in case of trouble, from the proprietor of the place where I was going to kee pit, as he frankly confessed that he knew absolutely nothing about the gasolene motor; and I might say that the dealers or repairmen who did know anything about it in those days were few and far between.

"It was late in the afternoon when I was ready for my trial trip. The day was beautiful, though too warm for violent effort; the thought of being propelled along perfect roads, wherever fancy dictated, without the need of personal exertion aroused my enthusiasm and made me look forward to an hour or two of unalloyed enjoyment. I may as well admit that the sum total of my gas engine knowledge consisted of knowing how to turn the grip switch, and, that by moving the spark and gas levers backward and forward I altered the speed. Anything more intricate than these simple operations suggested delving into deep, dark mysteries.

"Having set the spark lever in the position which had been shown me as the correct one for starting, I jumped into the saddle and began kicking the pedals in most approved fashion. In this manner I crossed the street and on to the cycle path My efforts met with but slight encouragement; there came only an occasional explosion, an aggravating inducement to keep on with my violent efforts, which would have been quickly discontinued had it not been that each time the charge was exploded hope was renewed that the engine was about to begin its duties and so I pedaled and pedaled, fiddling with the levers as I did so. I pumped for perhaps a third of a mile and then stopped, solely because I could pedal no more. I was 'baked.' I was exhausted.

"My breath came with difficulty, and the expression wet as a rag and as limp,' cov-



ered my condition exactly. The sweat fairly squirted from my every pore, my clothing was wet through and through and the palpitation of my heart was so terrific that I feared it would jump out of my throat. There was nothing I could do, nothing 1 knew how to do, save to work the levers backward and forward, and as this was a thing I had been doing during all of the pedaling, I felt the utter uselessness of continuing it, now that the machine was standing still. I rested awhile and as I began to recover a normal condition, the spirit of 'keeping everlastingly at it' asserted itself and once more I mounted, only to repeat my former experience and be forced to give in when the limit of human endurance had been reached.

"Again in complete wretchedness and with mingled feelings of disappointment and rage, I rested by the roadside until strength had returned and then I realized that I must return to the shop—now a half mile distant—and seek the assistance of some one or any one, who could show me where the trouble lay. You may ask if my batteries were weak, or whether I had spark compression, and what not. I can only answer that at that time those things

were Greek to me; in fact, I was so ignorant of everything mechanical, that on that half mile walk back to the shop I pushed the heavy machine without releasing the engine. I never dreamed how simple it was to slip off the belt. It was a hard push, and when at last the shop was reached, a more played out, bedraggled specimen of humanity never spread discouragement in the ranks of embryo motorists. With collar wilted, perspiration pouring off a lobster-red face, and my clothing presenting the appearance of having been dragged in a stream, there was little about me to suggest the delights of motorcycling.

"As I said before, the owner of the shop where I stored the machine knew nothing of motorcycles, but partly from curiosity and because of interest in my success, he gave me the advantage of his mechanical knowledge and together we made a minute examination of every detail of the engine and its accessories. Our only chance of discovering the trouble was in the possibility of some very apparent defect being noticed, such as a loose nut or bolt connection, for anything pertaining to adjustments, valves or ignition was Greek to both of us. But we did all we could; we labored for three hours and our sole recompense lay in an occasional explosion when we tried the machine, which had been jacked up on two boxes. Finally we ceased for the day and I went home discouraged and disheartened.

"But bright and early the next morning I returned to the fray. After the previous failure I had read the instruction book until I knew where to look for the exhaust valve and one or two other things, so I re-entered the contest with slightly renewed courage. Again the proprietor joined me and together we discussed theories and possibilities, and frequently resorted to the instruction book for 'additional light.' In the midst of our work a figure darkened the doorway. We looked up and there stood the one man on earth whom I longed forthe 'expert.' He had come to find out how I was getting on, and he found out without much difficulty.

"Realizing that my services were of little use now, I placed the situation in his hands and eagerly watched for the speedy unraveling of the mystery. First he looked at one thing, then at another, then at something else, and after that at all three again; he tested this, he tried that; he loosened one part, then tightened some other; he examined the batteries, he smelled of the gasolene; with his finger he felt of the belt, with his eye he inspected the spark coil; he adjusted it, but still the engine wouldn't go, and I thought how hopeless had been my chance when even he-an expertcould not fathom the difficulty. I scurried around and got some kerosene. He was a great believer in kerosene injected into the engine, he said, and we injected it, not once, but several times and in several places, but still the damned thing wouldn't run. For two mortal hours the 'expert'

worked: he felt that his reputation was at stake; in his desperation he even accepted my occasional suggestions and those from the proprietor of the shop. At last, some one, I don't know who, made a remark about the spark plug. Why not try a new one? He said it was of little use, as mine was brand new, but he was willing to do anything reasonable or unreasonable. The idea was adopted and he inserted a spark plug he happened to have with him. Again the engine was tried and with a whirr and a bang it started, and it kept going with a zest and gusto that almost repaid for the hours of trouble and torture. Out on the road we went; first the expert tried it, then I took a ride, and finally the repairman had his turn. It ran beautifully, the trouble had

"Now, I have no criticism to make of the repairman. I need offer no excuses for my own ignorance, but when a reputed expert takes two hours to find that a new spark plug is all that is needed, I agree with you concerning 'knowing your man' or looking for the F. A. M. repair shop certificate."

vanished and we were again enthusiastic.

The Experienced Motorcyclist had remained an interested listener throughout.

"That certainly was 'going some,' " he remarked when the youngster had concluded his narrative. "Your 'expert' must have been graduated from the same school as the three 'professors' who took three days to discover that my piston rings were broken."

"I had a somewhat similar experience only two years ago," ventured one of the newer riders. "My battery went dead while on the road and to make sure of it, I stopped at a small garage. If they had an ammeter, they were too disinterested or too disobliging to loan it to me, so I pedaled the machine and left it at an electrician's in the same town as I was in a hurry to get home. I called for it the next day and whatever he did to it, I don't know. He was absent, but I paid his boy \$1.50 only to find that the motor wouldn't mote. Then I hunted up another garage—there was no motorcycle shop in the town-where they proved more obliging. They had an ammeter and made use of it, thus proving that the battery was dead. But as they had none of the special cells that I required, they strapped on three standard cells and of all the 'expert' connecting up I ever saw done, those fellows did it. I couldn't help them, but they drew diagrams on the floor, made periodical visits to inspect the wiring on one of their cars, and at the end of an hour and a half they finished the job and I was able to get home."

"The woods are full of such 'experts,'" commented the Experienced One, as he picked up his hat.

#### All Cycles May Have to Carry Lights.

It is not impossible that bicycles and motorcycles shortly will be required to carry lights at night in Massachusetts. Two such bills applying to all vehicles are pending before the legislature.

#### CORRESPONDENCE.

(Continued from Page 770.)

sprockets have more strain on the chain than large ones, due to the cranks extending beyond the periphery' of the front sprocket, which gives a rider more leverage. Will some reader of these lines who has the facilities for doing so, please let me know, through the Bicycling World, the result of the following test: Suspend from rim or periphery of the rear wheel of a bicycle 25 pounds; get the weight required on pedal to balance said 25 pounds, and try this with same length cranks, using for instance, 88 gear, as follows: 22x7, 25x8, 28x9, and 32x10 sprockets. The writer thinks the sprockets requiring the least number of pounds on the pedals (if any) to balance or lift the 25 pounds should produce the easiest running sizes of sprockets regardless of chain strain.

RYDER, Akron, Ohio.

#### Swenson Calls for Better Horn Clamps.

Editor of the Bicycling World:

I would like to make an inquiry through the columns of your paper of riders of and dealers in motorcycles regarding the clamps that are supplied for the average horns that are in the market.

About six weeks ago I received a letter from a large horn manufacturing concern suggesting that I place my order for horns for the season. I then wrote them stating that the horns I had from them before were not satisfactory on account of the clamp, adding that the horn makers did not seem to consider the motorcycle seriously, as they made their horns to fit the wooden steering wheels of automobiles. I stated further that if they could furnish me with horns that would clamp securely on a 1/8 inch handlebar without tape, and also fit a 1 inch handle bar, I would then place my order. I also specified the horns wanted -75 or more in all, and all to be nickel plated finish, as I will not keep a brass horn in stock because I don't like to see a tarnished brass horn on a motorcycle.

The manufacturer replied that he could furnish me with such a horn, and I wrote him to send them along. In unpacking the horns on their arrival, I found the same old clamps on the horns, but the metal bands holding them to the bar had been crimped closer together than usual. This I saw at once would not hold securely, and after trying a horn on a 7/8-inch handle bar and finding that I had the same old trouble, which required the use of a roll of tape to keep it tight on the bar, I wrote the manufacturers and got the answer that they had tried the clamps and found them all right-that they never before had had any trouble or had their attention called to the clamps; also that I could return the horns if I could not use them.

I again wrote them that this was a very particular matter—that it was important that they supply motorcyclists what they wanted and thus obtain satisfied customers, who amount to a great deal. Now I would be pleased to hear from other dealers if they have any objections to the old horn clamps, and if so, I would suggest that they insist on getting what they want, or they never will get it. I would also be pleased to receive the address of a horn manufacturer who will supply me with what I want in this line, as he will in my opinion find a ready sale for his horns on the strength of properly fitting clamps alone.

B. A. SWENSON, Providence, R. I.

#### Kerosene as "Tonic" for Motor.

Editor of the Bicycling World:

From several different sources I have found that it is considered a good plan to inject a small quantity of coal oil (kerosene) in the explosion chamber of the motor and turn the motor over a few times after returning from a trip. I was discussing this practice with a friend who runs an automobile and he did not think it wise. The only difference that I know of between the two motors under discussion is that one is air cooled and the other water cooled, and I do not suppose that affects the matter. I have still held to my original belief, but would like to ask if he has any foundation for his opinion. I assure you that I appreciate your help in such matters.

F. VANCE NELSON, Hutchinson, Kan.

[You are absolutely correct, regardless of what the automobilist may say. Your practice is common and should become general. Kerosene is one of the best known "tonics" or "medicines" for motors. A few finicky motorists object to it because of the element of carbon it contains, and for that reason inject gasolene. But kerosene not only serves the same purposes, but incorporates desirable lubrication properties, which make it preferable to gasolene.]

#### About Brakes for Motorcycles.

Editor of the Bicycling World:

Will you please let me know with what success rim brakes on the rear wheels of motorcycles have been used and how are they operated? Are they operated by back pedalling like a coaster? I have heard that they are used altogether in England. Where may they be purchased?

MOTORCYCLIST, St. Louis, Mo.

[Rim brakes are in quite general use in England, where the law requires that two brakes be employed. Their continued use implies that they are successful. They are operated by a Bowden wire and levers on the handlebar. We know of none operated by back pedalling. The F. N. employs a band brake of the latter sort. A backpedaling band brake is being made by a well known American accessory manufacturer but it is not quite ready for marketing or more specific mention.]

San Bernardino, Cal., has closed the mufflers. An ordinance prohibiting the use of cut-outs has been enacted.

# BICYCLING FOUNDED WORLD and -1877-WOTORCYCLE REVIEW

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No. 24

#### **BOSTON SHOW TO BE JAPANESE**

But the Motorcycles Staged Will be Decidedly American, Save One—Two
New Comers Among Them.

The Boston automobile show, which opens for a week's run in Mechanics building this evening, and which is the first Boston show in which a section for motorcycles has been set apart, will have a Japanese "atmosphere."

The decorative scheme will be entirely Japanese. In the grand hall the back of the stage will have a drop curtain depicting a scene in Japan, while Japanese flags will be a feature of the bunting decorations. The spaces will be separated by private hedges with bay trees at the ends next the aisles, and in the center of the grand hall will be a large fountain with trees and flowing water. In exhibition hall also the Japanese effect will be carried out with Japanese temple arches, while throughout the building great quantities of wistaria and other artificial blossoms will be used to add to the Oriental atmosphere. Attendants, too, will be dressed in Japanese costume.

Nine different brands of motorcycles will be staged; two of them, the Crouch and the Reliance, were not displayed at any of the earlier shows. The two-cylinder Light, which is said to incorporate several new points, also will be shown for the first time. The full list of motorcycle exhibitors is as follows:

Hendee Mfg. Co.—Indian.
Light Mfg. & Foundry Co.—Light.
Ovington Motor Co.—F. N.
Merkel Motor Co.—Merkel.
Reading Standard Company—R-S.
Aurora Automatic Machine Co.—Thor.
American Motor Co.— Marsh.
Crouch Motor Co.—Crouch.
Reliance Motor Cycle Co.—Reliance.
The Bicycling World and Motorcycle Re-

view also will have a booth in the motor-cycle section.

#### Belgium Sells Less and Buys More.

During the year 1907, Belgium's exportation of bicycles and parts fell from \$216,865 to \$120,555. Only 518 bicycles, valued at \$14,355 were exported; the remainder, \$106,205 being made up of parts. On the other hand, Belgium's imports increased from \$443,285 to \$584,915. The total number of bicycles brought in to the country was 11,721, valued at \$148,525, their average price being but \$12.50. Most of them came from Germany-8,848 of them to be exact. That country also supplied \$226,-305 worth of the parts, the total of which was \$436,290. Great Britain, France, America and Holland, in that order, furnished the remainder of the parts, America's portion being but \$15,610.

#### Rigdon Goes to the Republic.

Sam G. Rigdon, for so many years the general traveling representative of the Goodyear Tire & Rubber Co., Akron, Ohio, that the names Rigdon and Goodyear became closely interwoven, has severed the long connection and now is general representative of the Republic Rubber Co., Youngstown, Ohio. The change means that henceforth the energetic and well liked Rigdon will no longer have to do with bicycle tires.

#### Perrett Leaves the Diamond Service.

W. M. Perrett, for several years manager of the Diamond Rubber Co.'s Detroit branch, has resigned that office. Temporarily, the vacancy will be filled by George J. Bradley, who is in charge of the Diamond depot in Cleveland.

#### New Firm Starts in Brooklyn.

Lind & Bennett is the style of a new firm which next week will establish at Sixth avenue and Thirteenth street, Brooklyn, N. Y., by V. J. Lind and J. H. Bennett, two well known cyclists of that city. They will do both a jobbing and a retail business.

#### MIAMI ADOPTS COOPERATIVE PLAN

Will Distribute One-Fifth of Stock to Encourage Factory Efficiency—Something Coming for Agents,

Following the Miami Cycle & Mfg. Co.'s recent increase of paid up capital from \$50,000 to \$500,000, practical steps were taken to place the company on a co-operative basis.

At a meeting of the board of directors, which comprises the three owners of the property, Mrs. S. J. Sorg, Ada Sorg Drouillard and J. P. Drouillard, and G. H. Ballew. general manager, and K. R. Jacoby, secretary, the owners of the company contributed \$100,000, one-fifth of the capital stock, for apportionment among the managers, heads of departments, and other employes. Of the amount, there was placed in trust \$10,000, which is to be distributed among the workmen as premiums for suggestions, faithful service and attention to duties. The idea of profit-sharing probably will not end here, however, as it is plainly intimated that a plan is in process of formulation whereby even the Racycle agents will be able to share in the company's earnings.

Of course, the purpose underlying the stock distribution is not merely the promotion of a high state of efficiency in every department, but the maintenance of it, as only those who prove worthy will be permitted to share the generous gift; and naturally the efficiency will be made evident in the product of the plant.

General Manager Ballew believes that the action of the Miami principals will enable him to build up an ideal industrial establishment, equally strong in all departments. He states that while he has had extensive experience in reorganizing several very large manufacturing concerns, this is the first time any of the owners have made such a

large contribution of dividend paying stock to their employes without consideration other than proof of individual worth.

It appears also that the formation of Racycle Bicycle Clubs is a part of the community of interest plan which is designed to embrace even the riders of Racycles. The idea is that ultimately they all may be included in a national organization of that name.

#### Changes of Sunshine and Rain.

"Time certainly does work wonders," remarked Frank C. Cornish the other day—Cornish being the same who presides over a bicycle store of his own in Newark, N. J., when he is not covering territory for the Consolidated Mfg. Co. "Seven years ago," he continued, in a reminiscent strain, "there were two of us both traveling for the same bicycle manufacturer. Everything relating to bicycles was 'very much to the bad,' and my side partner lost his job and I helped him get another one in the automobile trade.

"It was not very long before he wrote me: 'Dear Frank: Why don't you get out of the bicycle business, where it's all rain, and come where the sun shines all the time?' I told him I thought I'd stay in the rain a while longer; but thereafter whenever I saw him he always repeated the sunshine invitation, that is, he did so, until a few weeks ago, when he wrote that his umbrella was up. It was the chance I'd long been waiting for. 'Dear Boy," I wrote, 'Why don't you get out the rain, and come where the sun shines all the time?' Yes, sir; time certainly does work unexpected changes," repeated Cornish reflectively.

#### Effect of too Much Open Throttle.

When it is necessary to run the motor on full throttle opening for any length of time, it is advisable to close the valve part way occasionally, not long enough to reduce the speed materially, but sufficient to reduce the pressure on the piston momentarily. The effect of this is to permit a good supply of lubricant to be spread over the cylinder walls, and ensure good action. Long-continued running on open throttle tends to dry off the walls faster than the lubricant can be supplied, ultimately causing an undue amount of heating, which may be carried to a dangerous extreme, if this precaution is neglected.

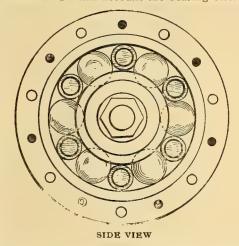
#### Curtiss as a Man of Many Parts.

The factory of the G. H. Curtiss Mfg. Co., at Hammondsport, N. Y., is now operating 22 hours per day. In addition to his motorcycles, Curtiss is devoting more attention than ever to aeronautical developments. He has been made director of experiments of Dr. Alexander Graham Bell's Aerial Experiment Association, and in that capacity he literally is up in the air a good part of the time, while other experiments require him to skim over the ice in all sorts of queer craft,

#### **BALL BEARING WITH ROLLERS**

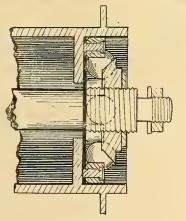
New System of Separation for Which a Basic Patent is Claimed—Varied Methods of Its Application.

One disadvantage of the plain type of ball bearing in which the balls are in contact and entirely fill the cups or races, is that when in motion the back side of each ball rubs against the front side of the one immediately behind it, their surfaces traveling in opposite directions at the point of contact. On this account the bearing offers



somewhat more frictional resistance than would be the case were the balls held apart. For this reason numerous devices have been employed in which the balls are separated and held in fixed relation to one another.

The most familiar use of this principle is found in the popular type of retainer used in bicycle construction, in which this purpose is attained by the use of a suitable cage. Even here, however, the balls must rub against the retainer as they revolve.



SECTIONAL VIEW

A slightly different principle is embodied in the Waterbury anti-friction bearing, which though not absolutely new, never has been placed on the market, and in which all rubbing due to the rotation of the balls in the direction of their line of travel is eliminated by introducing rollers between them.

The system is the invention of J. Water-

bury, of Woodhaven, L. I., who has applied it with great success to his own bicycle, where it has been given an extended trial. The patent involved is claimed to be basic as covering the use of the roller separator. The arrangement is applicable in a variety of ways, and may be used in bearings of either the annular or common bicycle type.

The accompanying illustrations show the method in which the separators are employed, as mounted in a bicycle hub. As in the ordinary bearing, the entire load is carried on the balls, of which there are 6, in this particular instance. The function of the rollers is merely that of keeping the balls apart and preventing them from rubbing together as the hub revolves. There are 6 of the rollers, each of which is mounted on a small stud which is riveted into a spider or disc of thin metal, which rides freely on the axle at the inner end of the bearing. The spider does not interfere with the action of the balls, but turns with them and the rollers are of such size as to clear the cup and cone respectively by a sufficient amount to prevent any possible fric-

With the annular type of bearing, the same arrangement is applied by merely interposing the rollers between the races, and carrying the spider on which they are mounted, at one end of the bearing. An alternative arrangement applicable only to the type of bearing illustrated, allows the rollers to be placed below the center line of the balls, and just back of the cone, permitting a slightly different arrangement of the bearing without, however, affecting the principle involved.

#### How to Injure a Flat Tire.

Damage can be done to a deflated tire without riding on it. Frequently when a tire is "down" it will rub against the mud guard stays as the machine is being trundled-not all parts of it, but at the points where it is flattest, and consequently wider than in other places. This scraping will wear not alone the rubber, but the fabric as well, and once the fabric is exposed the admission of moisture is provided for which will quickly work destruction, and a shoe or single tube thus be destroyed. If the flat part cannot be tied in so as to pass the stay without touching it, it is far better to remove the tire, or the shoe and tube, and push the machine along slowly on the rim, than to destroy a good tire. Of course the only correct procedure is to carry the things which will permit of an immediate repair; but, needless to say, these are not always at

#### To Handle Armacs in New England.

To the Motorcycle Specialty Co., of Boston, of which the veteran E. H. Corson is manager, has been apportioned a generous slice of Armac territory. The Boston concern has been appointed distributors of the Chicago-made motorcycle for all of the New England states.

#### **EXPORTS CONTINUE TO SHRINK**

Despite Gains in Twelve Geographical Sections January Figures Show Decline—
Some Noteworthy Increases.

Although it was supposed that the year 1907 had about "touched bottom" in respect to the exportation of American bicycles and parts, the statistics for the first month of the new year make it appear that "the worst is yet to come." In all \$82,393 worth of bicycle wares were exported during January. As compared with the corresponding month of 1907, this is a falling off of no less than \$26,509, or nearly 25 per cent.

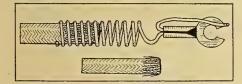
Notwithstanding the dismal showing made by the total, however, no less than 12 of the 18 geographical divisions represented, showed improved markets. Of these, British Australasia, with a \$7,967 appreciation, Japan with one of \$6,482, and British North America, are the most noticeable. As a matter of fact, the greater part of the burden of depreciation must be laid at the door of the United Kingdom. The difference between the 1907 and 1908 figures for January amounts to no less than Netherlands, which required \$2,575 worth of cycles and parts in 1907, has fallen out of sight, the figures for "Other Europe," rising proportionately to the tune of \$8,800. Cuba, Mexico, Germany and Brazil are the other countries showing shrunken markets.

For the seven months ending January 1st, ult., the total export business shows a shinkage of \$126,596, as compared with the corresponding period of one year ago. Nevertheless, eight divisions reveal gains; those of France (\$15,331), British Australasia (\$14,119), British North America (12,-004), and Other West Indies and Bermuda, being by no means inconsiderable. The failure of such improvements to rescue the total figures from the decline, is made apparent by a glance at the losses of the United Kingdom, Japan and the Other Europe group. These are, respectively, \$88,-902, \$31,101, and \$30,954. The report in detail follows:

#### Ingenuity in a Terminal.

One of those ingenious little devices which appears well worth while and which has had practical usage and serves practical purposes, is the terminal connection for battery, spark plug or coil, which just has been patented by Harry Read, an automobile engineman in the employ of the department of street cleaning of New York City.

The intention of the inventor was to produce a flexible terminal which would overcome the frequent annoyance caused by the breaking of the wire, due to vibration. This has been accomplished by the use of a spiral spring. But additional features have been



added by bringing the straight end of the wire, of which the spring is made, around by the side of the slot in the terminal where it serves to keep the nut tight by pressing against it. This end serves the additional purpose of being available for insertion in the hole in a dry battery pole where provision is made for only this form of contact.

Not the least original of the ideas incorporated in the Read terminal is the method of attaching it to the wire of either the primary or secondary circuit. Having removed the insulation, the bared wires are simply spread back over the outside of the insulated wire as shown in the illustration; the coiled spring can be screwed on, the insulated portion of the wire over the bared ends, thus securing a relatively large area of contact surface and obtaining a practically permanent connection without the use of solder, as any strain on the spring serves to contract its diameter as it is lengthened, in this manner a tight connection, which yet may be readily removed, is possible.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

#### Seven Months Ending January Cycles, and Parts of-1908 1907 1908 Exported to-United Kingdom ..... \$59,079 \$64,930 \$70,469 \$153,832 5,351 2,215 3,261 12,844 25,922 Belgium ..... 2,844 14,688 15,116 1,405 20,940 15,521 15,941 France ..... 5,609 43,207 22,326 3,938 16,471 Germany ..... 5,244 5,040 14,659 20,265 71,755 15,580 59,733 Netherlands ..... 2,575 71,290 14,989 40,801 27,584 55,238 26,755 15,564 12.881 Other Europe ..... 4,078 86,325 British North America ..... 1,459 5,478 7,005 20,170 Mexico ..... 8,377 45,026 2,539 1,688 23,277 19,537 Other West Indies and Bermuda. 1,566 13,795 12,106 9,546 5,826 Argentina ..... 2,411 2,506 10,053 11,999 5,758 12,958 1,129 655 4,989 Other South America ..... 880 1,659 10,734 8,298 Japan .. 5,407 11.889 96,513 96,030 64,929 Japan ...... British Australasia ..... 62,714 8,771 3,976 63,898 48,595 11,943 20,287 Other Asia and Oceania ...... 696 17,903 Other countries ..... 576 7,774 5,093 643 5,686 Total .....\$109,902 \$83,393 \$646,811 \$605,252 \$478,556

#### TRUEING WITH A BIT OF TWINE

Simple Method of Testing the Truth of a Sprung Frame—Applies Likewise to the Front and Rear Forks.

While the eye alone may furnish a sufficiently good test of the truth of a sprung bicycle frame when it is not so far out of line as to be rideable, there are yet times after a roadside accident when the rider would like to be able to determine accurately whether or not the frame is distorted sufficiently to be dangerous. This may be done readily enough by the aid of a few feet of common twine. Whenever it is possible to locate three points which should be in line, the taught string will immediately show whether they are distorted, and if so, how much.

For instance, if the string is drawn from each of the rear fork sides, around the lower end of the head, and secured, the seat post mast will be found to lie mid-way between the two strands. If the frame is distorted, this test will show how much it is "out." In a similar way, the alignment of the wheels may be shown handily by stretching the string from front to back, allowing it to touch each wheel at two points. If it is possible to secure contact at each side of each rim without bending the string out of line, there is evidence either that the frame or forks are sprung, or that one of the wheels, probably the rear one, is not set true in the frame.

In the same way, a string may be drawn along side the front and rear sprockets to test their alignment. In testing either wheels or sprockets in this way care should be taken to repeat the test after rotating each wheel through a quarter of a turn, so that any possible set or spring in wheel or sprocket may not be wrongly laid to the frame, or to the adjustment of the part.

To test a front fork for truth, it is merely necessary to draw the string taught along the centre of the head and down between the fork ends, taking care to keep it always in line with the head. If one side appears to be further away from the string at the end than the other, turn over the fork and repeat the test. This method does not furnish a check on a bend in either side along the length of the machine, but an error of this sort is revealed at once when the string is laid along side both front and back wheels

When a nut develops a stripped thread it is possible sometimes to make it hold by reversing it, especially if it is a special shape, finished on the outside by being rounded off. Occasionally also, where a nut and lock are employed, the lock nut, even though too thin to be used ordinarily, may be employed temporarily to secure a firm hold, the regular nut being screwed on over it, or entirely abandoned,

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cannot fail to convince the man who is open to conviction. There's a reason for every feature and each serves a useful purpose.

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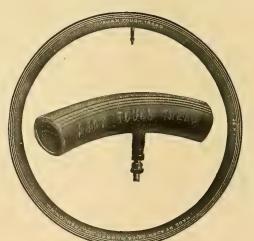
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154 Nassau Street,

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Joseph Goodman, President. R. G. Betts, Treasurer. F. W. Roche, Secretary.

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## Members of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, FEBRUARY 29, 1908.

#### About Posing for Pictures.

The power of pictures is direct and far reaching. Even the person who cannot read or write can grasp the meaning of a picture and often it will appeal to his reason when words fail of their purpose. An illustration usually is an illumination. But the effect of a picture is not always a good effect. If it assists enlightenment it also is as easily capable of conveying a quick and unpleasant impression.

When a man or a group of men have their protographs taken, the underlying motive is the creation of a pleasing impression, which undoubted truth makes it difficult to understand why any cyclist or club of cyclists or motorcyclists will pose before cameras attired in garb unsuited to their pastimes. Long trousers and derby hat or a display of shirt sleeves and suspenders certainly do not constitute cycling costume and yet photographs of wheelmen so clothed are by no means rare.

It is no longer generally the habit for cycling clubs to face the camera; the motorcycle organizations have fallen heir to the practice and of the many such pictures that have reached us, it unfortunately is too true that few of them have been devoid of the long trousered, derby hatted, shirt sleeved or suspendered member. The effect is to spoil the good influence of the whole picture and in some instances to cause a false impression of the character of the pastime and of the organization itself, if, indeed, it does not tend to repel desirable recruits.

The force of these facts should appeal to club officials. When their organizations line up before the camera with their machines, every man should be attired for the occasion. When this is done, the picture and the influence it exerts cannot but prove wholesome and therefore generally helpful. Clothes may not make the man, but they certainly go far toward creating a good impression. The man in long trousers on or with a bicycle or motorcycle looks very much worse than a fish out of water.

#### Joining the "Carfare Club."

Ordinarily it requires some sort of a crisis to arouse people to the full advantage of their surroundings. The things which have grown common through frequent contact, cease to be appreciated just on that account, until something calls attention to their advantages.

A year or two ago a street car strike in one of the larger cities assumed such proportions as to stall popular transportation, to all intents and purposes, for a period extending over several weeks. The immediate result was a small boom for the bicycle business. An enterprising dealer advertised bicycles for rent. When he had let all the wheels he could command, and sold all he could lay his hands on, there was still a big demand for bicycles, and everybody who could do so was riding, and everybody who could not, regretted it. Transportation was an absolute necessity. The bicycle furnished a happy solution of the difficulty to such as took advantage of the opportunity while it lasted.

At present, when the financial depression has promoted the desire to economize and it lies close to the bone in the average person of moderate means, the same opportunity is presented of accomplishing something which must be done, in an easy, pleasurable and healthy manner, and at a saving in pennies which looms large enough to be worth while, when counted by the year instead of by the day. Regarded as an investment, the bicycle invariably develops a remarkable saving over any other means

of locomotion except walking—and is more economical than walking itself, when the value of time saved is reckoned into the account. Purchased on the instalment plan, the actual first cost is hardly more than that of carefare for the same period, while unlike the money spent with the street railway company, the bicycle investment nets a continuous dividend of health and vigor, and leaves the investor a property holder, instead of a pallid, worried victim, with nothing but nerves to show for his outlay.

"Join my carfare club," says one enterprising bicycle dealer, in calling attention to the fact that he sells the bicycles on the easy payment plan. He is quick witted enough to see how the land lies, and to sound the note of strongest present appeal. But it is not so much the catchiness of the phrase as the appeal to reason underlying it, that forms the strength of the invitation.

The idea of owning your own railroad and of being independent of franchise; of having a seat all the time whenever you ride; of not having to wait for your car, nor crowd against your neighbor's boots, nor breathe the bottled-up stench of compressed humanity; but to travel almost, if not quite, as quickly over the route which you must go; to breathe God's own pure air; to see things outside the range of the day's work; and to get there with your blood circulating freely and gladly, with your muscles soft and free instead of cramped and sore, with your spirits awake instead of dulled and indifferent-these things add to the monetary advantage of joining the carfare club, whether you join in fact, or only in fancy.

The economic feature of the bicycle is deep-rooted. And it is an idea which always appeals to all the senses, and which grows stronger with familiarity. Only now and then a crisis or some other kind of a jolt, is necessary to shake it up and make you see the whole of it instead of only a part.

#### Mica Spark Plugs and Porcelain.

With the same determination to maintain their contention, that always is found when the advocates of an air cooled engine hear that type condemned by the water cooled votaries, the users of porcelain spark plugs are ever ready to assail the mica plug, and the enthusiasts of the latter type are equally willing to pick up the gauntlet; if indeed, they had not already thrown it down.

On the plug question, the users of the internal combustion engine have taken very determined stands. The contention is frequently advocated by those who use only the porcelain insulated plug that this type is far superior because of the facility with which the core may be made absolutely leak proof; and strangely enough the men who swear by the mica plug advocate the same argument in support of their claim that mica plugs give more satisfactory results than any other.

Another point advanced in substantiation of the claims for the mica plug is that the core will not break; the retort is that if the porcelain is destroyed another can be immediately substituted in the old base, which may be used indefinitely; the substitution being possible if a spare porcelain is at hand; the "if" is important and probably has had much to do with the case. And so it goes on, each using the arguments of the other to support his claim.

But this difference of opinion as to the respective merits and demerits of the two types of plugs is confined almost exclusively to the users of automobiles. In the ranks of the motorcyclests the advocates of the porcelain plug is so seldom encountered that when he is found and his theories heard he is looked upon as some rara avis flying far out of his natural habitat. Naturallyyet why "naturally" none can say-his theories are assailed, and that well expresses the manner in which his assertions are received, for rare indeed is the motorcyclist who will condescend to enter into serious discussion of a subject that appeals only to his sense of humor.

Why the motorcyclist should be so much of a unit on the plug question is hard to determine. The theory has been advanced that in the high compression engine the intense heat generated in the cylinders will cause the porcelain insulation to crack; if this is true, then experience and a matter of economy prompts the use of mica, which is not affected by the heat. But on the other hand, the contention that the mica plug absorbs oil, which turning to carbon, short circuits the plug rendering it useless, argues that the cheaper of the two would be the porcelain, providing it has sufficient merit to justify its manufacture. The fact remains, nevertheless, that the mica plug has "made good," so far as motorcycle use is concerned at any rate. The carbon complaint rarely is heard of, and the porcelain plug rarely is used.

However, as Sheridan says: "The quarrel is a very pretty quarrel as it stands; we should only spoil it by trying to explain it."

#### CORRESPONDENCE

#### Suggests the Unit of Power Rating.

Editor of the Bicycling World:

I see that the Hendee Mfg. Co. has adopted piston displacement in cubic inches instead of "horsepower" as rating of power of internal combustion engines. I proposed this nearly a year ago, only I suggested 1-10 of the piston displacement, because it was easier to remember and nearer (in figures) to the old "horsepower" rating. Thus, it will be easier to think of 3 horsepower Wagner at 1.8 units of power than as 17.82 cubic inches; the 3 horsepower R-S as 21/5 units of power than 22.02 cubic inches; the 5 horsepower Indian at 3.8 units of power than 38.60 cubic inches; the 5 horsepower Curtiss as 5.4 units of power than 53.90 cubic inches, etc. Same with automobiles; and I think more nearly correct than the Association of Licensed Automobile Manu-

facturers' formula,  $\frac{D^2 \times N}{2.5}$ , because that doesn't take stroke into account.

HENRY H. WHEELER, Pomona, Cal.

#### Light on Shaft Drive Motor Bicycle.

Editor of the Bicycling World:

Referring to the letter from Mr. Charles Krauss, of Philadelphia, in your issue of February 29th, regarding a Philadelphian's claim for the first shaft drive motorcycle, we may say that in view of the fact that we produced and used during the summer of 1905 a shaft driven motorcycle, we believe that this will be the means of settling any controversy which other correspondents might have had regarding the production of a machine of that description prior to the date of January 1st, 1907, as given by Mr. Krauss.

The reason for our not having divulged this information publicly upon previous occasions will be very apparent to you in view of the fact that we have always, and are still, strong advocates of the belt drive machine. This shaft drive machine was built as an experiment for our own use. We regret that such pictures as we have of the complete machine are hardly suitable for reproduction. However, we are pleased to give you a concise detailed description of what the construction was.

The motor was 3¼ inch bore by 3 inch stroke. The valves were placed directly in the head at an angle and were operated by a rocker arm using a single cam, the construction of which was practically identical with the same mechanism used by our Mr. Merkel on his large four cylinder automobile engine. The motor had Hess-Bright ball bearings for the main bearing of the crank case, and the lower end of the connecting rod. The secondary shaft was also fitted with ball bearings. The experience which we gained by the use of the ball bearings for that purpose has been a very valuable asset to us in the production of our

present 1908 model in which we are utilizing the same ball bearings in the construction of the motor. The motor was placed cross wise in the frame provided with a direct shaft and gear on the rear hub. We used two universal joints, one on the front and one on the rear end of the driving shaft; same was necessary owing to the fact that we had our spring frame feature incorporated in it. In order to relieve the driving shaft and gears from the jar and impulse of the motor, we drove through a heavy spring.

We constructed two of these machines and they were ridden for several months by employes of our shop, but they have since been dismantled. We have all of the complete parts in our stock room at the present time.

Trusting that this will be acceptable news to your other correspondents and of interest to any who are interested in a machine of that description, we remain,

MERKEL MOTOR CO., Per Jno. R. Ball.

#### Clubs that are Available.

Editor of the Bicycling World:

Can you inform me where I can procure a list of desirable bicycle clubs in New York which a young man under 20 years of age may join. I have written the Tiger Wheelmen, but they do not accept any one under 21 years of age. If you can supply this information I will greatly appreciate it.

ADRIEN P. BASTIDE.

805 Third Ave., New York City.
[Try the Roy Wheelmen, the Prospect Wheelmen, or the Monroe Wheelmen.]

#### Wray's Flights on the Florida Beach.

Despite the fact that four events for motorcycles were added to the program of the Florida speed carnival on Ormond beach, the little machines cut practically no figure in the sport. The motorcycle events were added at the eleventh hour, and it was anticipated that they would fail to attract entries and prove frost-like, and this was the case. Only two motorcyclists appeared, and as a result all of the races were declared off. One of the two men present was W. H. Wray, of Brooklyn, N. Y., to whose persuasiveness the motorcycle events were included in the program. Riding his 14 horsepower Peugeot he participated in the straightaway mile record trials yesterday, the 6th inst. With a flying start, he covered the mile in 46% seconds; with a standing start he did 50%. The time for the flying mile is two seconds slower than the time made by Wray on the beach last year. There is no American record for the standing start, the best previous time being credited to H. Cissac, who covered a mile on the Dourdan course in France in 1905 in 53½ seconds. The machine used by both Wray and Cissac, however, far exceeded the 61 cubic inches piston displacement limitation, and their times, therefore, stand as notable performances rather than as records comparable with track perform-

#### TAYLOR SHOWS HEELS TO FOGLER

"Dusky Whirlwind" Winner of Match Race at Boston—Hill Captures the Ten Miles Amateur Event.

Although Iver Lawson had previously defeated "Major" Taylor, the Worcester negro showed a dark-skinned pair of heels to Joe Fogler in their match race at the Park Square track in Boston last Saturday night, 29th ult. Taylor won in two straight heats. The fact that Fogler had taken Lawson's measure in a match race earlier in the season added zest to the race. From the dead silence that greeted Taylor after his decisive victory over the Brooklyn rider, it was evident that the crowd expected Fogler to win. At any rate, the silence was painful, and most unexpected. Despite the fact that Fogler was plainly not himself by any means, Taylor deserved an ovation for his splendid ride, but he did not get it. The crowd of 4,000 swallowed their hurrahs after Fogler's defeat, which is passing strange, as in Massachusetts brotherly love is popularly supposed to embrace all complexions, black not excepted.

It was the general opinion of the crowd that Fogler over-estimates his ability to jump, and they point to the fact that he lost the race much in the same manner that he lost the final sprint against Walter Rutt in the New York six day race; but this idea is a mistaken one. Fogler does not think he is the best jumper in the world, but the fact remains that he can jump with a majority of the match riders, and the reason that Taylor beat him so easily was due to the fact that Fogler has gone stale from riding too much this winter.

The first heat of the Taylor-Fogler match was at one mile. Fogler took the lead, the negro trailing along a length or two behind. With four laps to go the positions were unchanged and the "fans" looked for Fogler to unwind, but instead he continued to go at a snail's pace, with Taylor crowding closely. On the back stretch with less than two laps to go, Taylor suddenly jumped and shot past for a gain of two lengths. Fogler tried to draw up in the last lap and once succeeded in getting alongside Taylor, but only for the fraction of a second. The "dusky whirlwind" won the heat by a length.

Taylor had the pole in the second heat at a half mile, and it was thought that Fogler would begin to unwind from the start. Instead he loafed and when Taylor jumped Fogler did not have the strength to combat. The negro won the second heat and race by little less than a length.

The ten mile open for amateurs was an interesting contest for the field was a large and speedy one. Special mile prizes were offered, Hill winning two, Droback five, Stoughton and McPartland one each. At the last mile George Cameron, of the Irish-American A. C., of New York, went to the

front and appeared to be a easy winner until Hill of Watertown showed a surprising burst of speed. After a neck and neck fight for a lap Hill got in front and reached home by a length. Currie was third and Stoughton fourth.

The long markers had too much of a handicap for the honor men to overcome in the mile handicap professional. By helping each other A. W. Holbrook and Bob Lake, the latter formerly of Brooklyn, managed to get the first and second prizes, respectively. It was a surprise to see Lake finish up front and there was some intimation that he had a two-cylinder motorcycle concealed about his person. John Bedell got third and Walter Bardgett fourth.

The fifteen mile open for the cash chas-



"MAJOR" TAYLOR

ers went to John Bedell, with his brother Menus second. Bardgett was third and Matt Downey fourth. E. F. Root collected fifth money. The summaries:

Match between Joe Fogler, Brooklyn, and "Major" Taylor, Worcester. First heat heat (one mile), won by Taylor. Time, 3:03%. Second heat and race (one-half mile, won by Taylor. Time, 1:11%.

Fifteen mile open professional—Won by John Bedell, Lynbrook; second, Menus Bedell, Lynbrook; third, Walter Bardgett, Buffalo; fourth, Matt Downey, Boston; fifth, E. F. Root, Melrose. Time, 41:1846. Special prizes—John Bedell, Hill and Halligan, 3 each; Anderson, 6; Logan, 11; Bardgett and Connolly, 1 each.

Half-mile handicap, professional—Won by A. W. Holbrook, Boston (125); second, Bob Lake, Brooklyn (125); third, John Bedell, Lynbrook (scratch); fourth, Walter Bardgett, Buffalo (15). Time, 1:47%.

Three mile motorcycle match—Won by Charles Turville; second, Carl Ruden. Time, 4:4844.

Ten mile open, amateur—Won by Fred Hill; second, George Cameron; third, Joe Currie; fourth, J. Stoughton. Time, 24:534%. Special prizes—Droback 5, Hill 2, Stoughton and McPartland 1 each.

#### PUTS BAN ON "EXHIBITION RACES"

Chairman Douglas, of the F. A. M., Says
They are Fake Races and Will
be Treated Accordingly.

Roland Douglas, chairman of the Federation of American Motorcyclists' Competition Committee, means to wage an active campaign against the so-called "exhibition races" which have grown up in connection with the new sport.

Jack Prince's specious plea that the race in which Jimmy Hunter, masquerading as Gus Lawson, was pitted against a Kansas City amateur, was merely an "exhibition," has served to accentuate the situation that exists. Like Hunter, most of those who have engaged in "exhibition races" are professional pacemakers, not all of whom have yet come to realize that while the act of pacemaking does not come within the jurisdiction of the F. A. M., any and all contests between motorcyclists are within that category. Although such "races" are manifestly prearranged, the men who have participated in them have, apparently, done so without any true conception of the fraudulent character of the contests, and that no action has been taken has served to make them appear legitimate; as a result, promoters and riders both have entered into the arrangements in all innocence. It is Chairman Douglas's purpose to make it known that the practice is not legitimate, and that innocence henceforth will not serve to protect the men guilty of such fakery.

"There is no such race as an 'exhibition race,' said Mr. Douglas, in talking of the matter. "Any race that is not an honest race is a fake race. In the so-called 'exhibition races' the results are fixed and prearranged. They are, therefore, dishonest. However lacking in wrongful intent the promoters and participants may be, the fact remains that such a 'race' is a fraud on the public. There can be no room for argument on this point and it were well that the stern truth be made plain. There is no room for dishonesty in sport, and no one will dare maintain that cheating the public is honest. There is room only for honest racing-and honest racing means that every man shall ride to win. The F. A. M. rules are particularly clear regarding prearranged events, and are as definite respecting the punishment to be meted out to the principals in and the aiders and abettors of fixed races. As an 'exhibition race' is a fixed race, that form of so-called sport must be stopped, and we mean that it shall be stopped, whether the men involved are amateur riders, professional pacemakers, or plain, ordinary every day

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.



Equipped with the Thor 21/4 H. P. Motor, chain drive, improved tank construction and design that will not interfere with lowering of saddle if desired.

The AURORA Spring Fork furnished on this Model is built on scientific principles—the springs receive all the shock first and absorb it before it reaches the frame.

Price \$200.00

Motorcycles are built and marketed by us complete in response to the general demand for a motorcycle of the highest type. Our Reputation for turning out work mechanically perfect must be maintained.

# Model 8-A

Equipped with the Thor 3 H. P. improved Motor, geared transmission, ball bearing—reducing friction to a minimum and thereby increasing the power to a maximum. Improved frame construction allowing a comfortable position while riding. AURORA Spring Fork.

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MAGNETO FURNISHED EXTRA.

Magneto drive enclosed in gear case integral with motor base.

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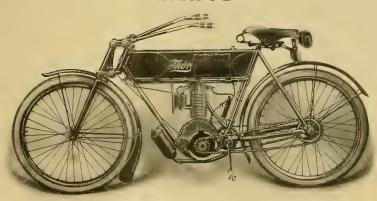
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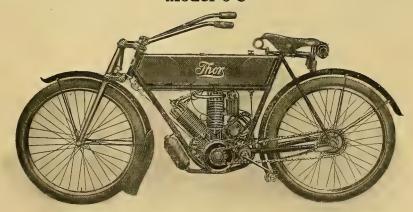
The 3 H. P. Motor, geared transmission, insures efficiency. The construction of frame, position of batteries and design of handle bars are distinctive features, while the Spring Fork has no equal. It is ball bearing, pneumatic cushioned and practically indestructible.

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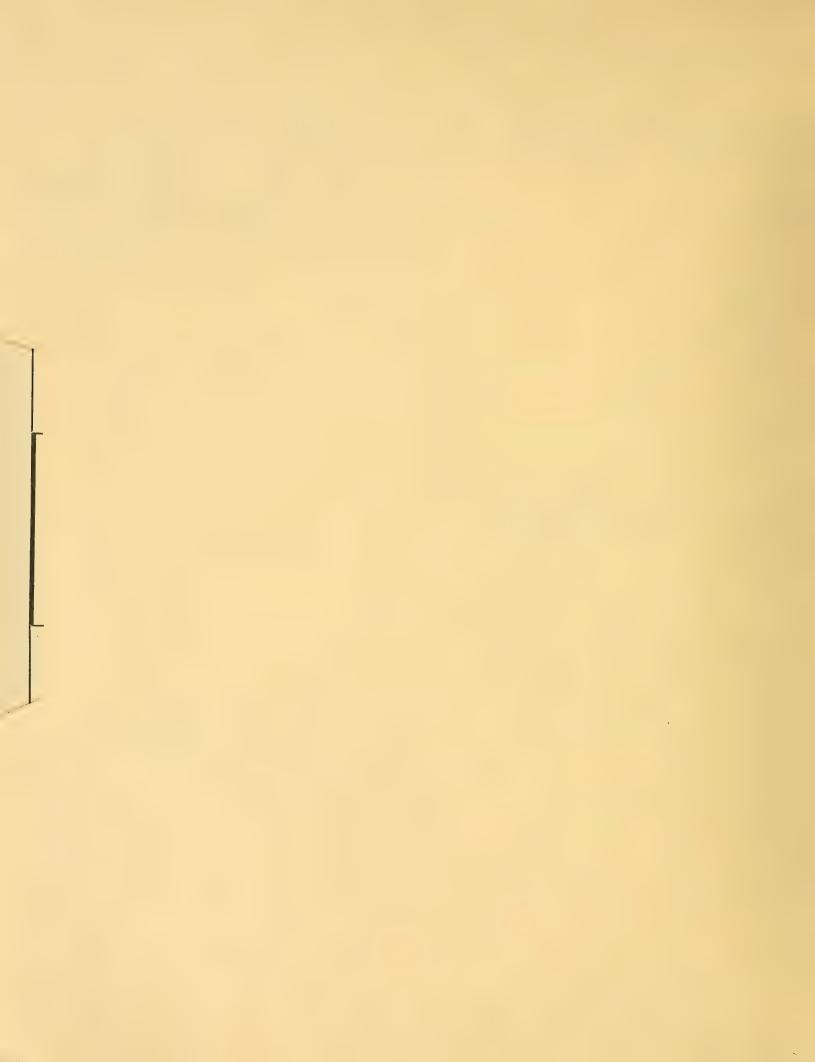
#### Model 8-C



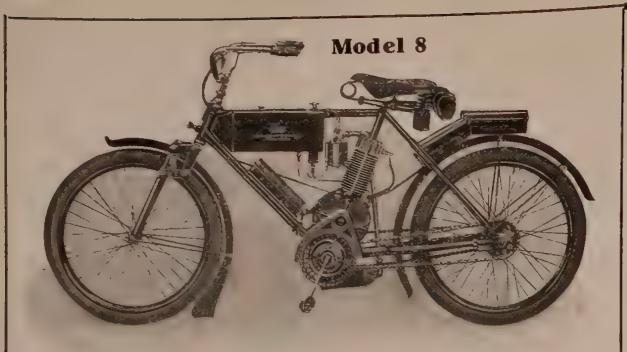
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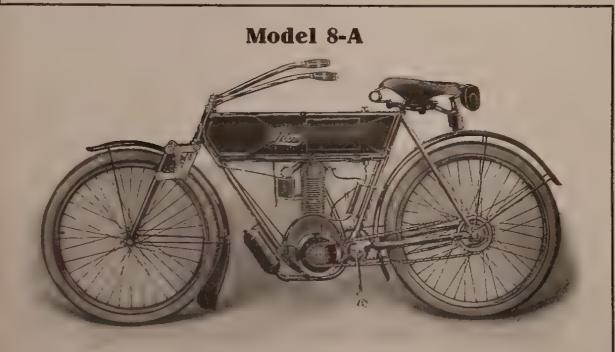


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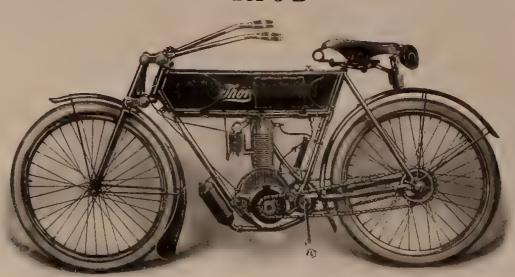
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Model 8-B



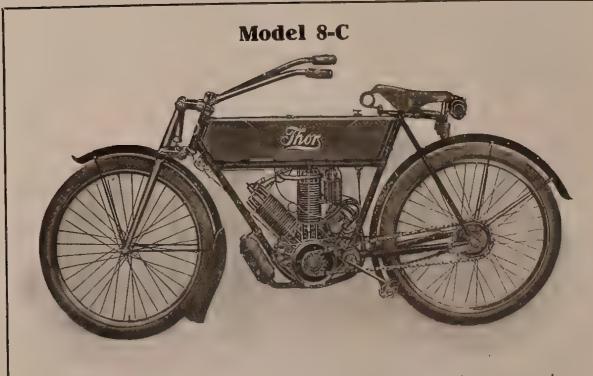
The Motor, geared transmission, insures efficiency. The construction of frame, position of batteries and design of handle bars are distinctive features, while the Spring Fork has no equal. It is ball bearing, pneumatic cushioned and practically indestructible.

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#### RACING FAST BUT STANDING STILL

Interesting Contests in Home Trainer Meet at Madison Square Garden—Inter-Club Championship Pending.

Home trainer racing continued all this week at Madison Square Garden, New York City, where the Sportsman's Show is in progress; or rather it continued until Thursday night, 5th inst., when the inevitable happened. The machine gave good service until that time, but on Thursday night one of the rollers unfortunately got out of order and it was not until several of the events were run off that the discrepancy between the two was noted. R. F. Kelsey, who was acting as referee at the time, then declared all of Thursday's events off, and the finals of both the inter-club championship at the three miles and the individual championship at one mile will be decided this afternoon and evening (Saturday), when the show will come to an end.

Through a tedious process of elimination the one mile amateur championship has been reduced to two riders, Otto Brandes, of the Edgecombe Wheelmen of New York City, and W. F. Ivy, a strapping big negro, who now lives in New Canaan, Conn., and who pushes a bicycle geared to 131 inches. Ivy once won a road race and after that thought of going to Europe, but changed his mind and began riding on the home trainers. He has become quite proficient, too, as evidenced by his good riding in the series, although he apparently "lay down" in his heat of the inter-club team race on Thursday night, which fortunately was one of those declared no race, else Ivy might have received a dose of punishment.

Ivy, Brandes, Anderson and McAdams survived the trial and semi-final heats of the one mile amateur championship and appeared for the so-called grand semi-finals on Wednesday night, 4th inst. The first heat was between Anderson and Brandes, both belonging to the same club, and Brande won by three seconds in 1:22. The second heat was between Ivy and McAdams and the negro got the decision easily in the fast time of 1:15. This will bring Brandes and Ivy together in the final to-night, which should make an interesting race, providing the rollers do not break down at the critical moment.

The three-cornered professional match race, run on Tuesday and Wednesday nights resulted in a victory for Marcel Dupuis, the young Frenchman, who gave a good account of himself on the home trainers last winter. He was pitted against Alfred Judge, of Memphis, Tenn., after the latter had been defeated by William Canfield of the Kilkenny Men's Association, and Dupuis disposed of the Southerner easily. The final brought the Frenchman and Irishman together, and the former triumphed.

Unless phenomenal time is made in the

record trials to-night Otto Brandes of the Edgecombe Wheelmen, will win the special prize offered to the riders making the fastest time for one mile during the tournament, regardless of class distinction. Brandes rode one mile in 1:14½, and the nearest approach to that time in the record trials was made by J. Frank Galvin, of New Milford, Conn., a six day professional rider, who pedalled the distance in 1:16.

Charles Schlosser, of the Brower Wheelmen, and J. B. Hawkins, of the Century Road Club Association, clashed in a five

#### Edwards no "Butterfly" Rider.

While the average motorcyclist in winter climes figuratively packs his machine in camphor about the time the snow begins to



HARRY E. EDWARDS

fly, Harry E. Edwards, of Minneapolis, is not one of them. There is nothing gentle about the weather in that part of the country. As the accompanying picture indicates, the snow falls often and deep; and the silver in the thermometer frequently drops far below the zero mark; but despite the fact Edwards writes that he has kept his R-S motor bicycle in active commission all winter—and he does not wear a leather coat, either.

mile match on Saturday night last, 29th ult., in which Hawkins was returned the winner. On the Tuesday night following they had another go at three miles and Schlosser won, so that a third heat may be run to-night to decide the supremacy between them.

Which club will win the inter-club championship is not yet apparent. Four clubs are competing for the silver cup offered and before Thursday night's events the Edgecombe Wheelmen led with 27 points. The Tiger wheelmen and Brower Wheelmen were tied for second place with 21 points, while the Inter-State team, composed of riders from various sections, was last with 15 points. The heats in Thursday night's series were between the Browers and the Inter-Staters, the former winning, but as the referee called the events off the Inter-State team may win sufficient points to change their position when the races are re-run this afternoon and to-night. The summaries of the events held this week are as follows:

Three miles inter-club championship. Fourth series-First heat won by Otto Brandes, Edgecombe W.; second, J. B. Hawkins, Brower. Time, 4:383/5. Second heat won by Chris Kind, Edgecombe W.; second, Charles Schlosser, Brower. Time, 5:3145. Third heat won by Arthur Allen, Brower; second, Nick Kind, Edgecombe. Time, 5:4645. Fifth series-First heat won by George McAdams, Tiger W.; second, Joe Harris, Inter-State. Time, 5:10%. Second heat won by J. Berlenbach, Tiger W.; second, Victor Anderson, Inter-State, Time, 5:55. Third heat won by Charles F. Hansen, Inter-State; second, Charles Milkowait, Tiger. Time, 6:1935. Sixth series— First heat won by Charles Schlosser, Brower; second, W. F. Ivy, Inter-State. Time, 4:12. Second heat won by J. B. Hawkins, Brower; second, Joe Harris, Inter-State. Time, 4:39. Third heat won by Arthur Allen, Brower; second, Victor Anderson, Inter-State. Time, 5:323/5. (The sixth series was declared "no race" by the referee on account of an accident to one roller).

One mile trials—Otto Brandes, 1:14½; Victor Anderson, 1:19½; J. Frank Galvin, 1:18½; William Canfield, 1:29½; Al Judge, 3:05; J. B. Hawkins, 1:17; J. Frank Galvin, 1:18½; J. Frank Galvin, 1:16.

Five mile amateur match between Charles Schlosser, Brower Wheelmen, and J. B. Hawkins, Century Road Club Association—Won by Hawkins. Time, 10:2646.

One mile amateur championship—Third semi-final heat won by W. F. Ivy, New Conaan, Conn.; second, Victor Anderson, Edgecombe W. Time, 1:16. Fourth semi-final heat won by Otto Brandes, Edgecombe W.; second, Joe Berlenbach, Tiger W. Time, 1:23. First grand semi-final heat won by Brandes; second, Anderson. Times, 1:22 and 1:2545. Second grand semi-final heat won by Ivy; second, McAdams. Time, 1:15.

Three mile amateur match between Charles Schlosser and J. B. Hawkins. Won by Schlosser. Time, 5:40.

One mile professional match between Marcel Dupuis, William Canfield and Al Judge—First heat won by Canfield; second, Judge. Time, 1:24. Second heat won by Dupuis; second, Judge. Time, 1:1945. Third and deciding heat won by Dupuis; second, Canfield. Time, 1:1535. Score—Dupuis, 10 points; Canfield, 7 points; and Judge, 4 points.

#### Crescents Schedule Two Meets.

Since "Daniel II" Baker entered the lion's den at the Zoo rink in Baltimore three weeks ago, upon which occasion the Crescent Bicycle Club inaugurated flat floor racing in the Monumental City the riders have bestirred themselves. They have been training daily on the level floor and now feel so confident that the Crescents have scheduled two open bicycle meets. They will be held on March 18th and 25th, sanction for both having been granted by the N. C. A.

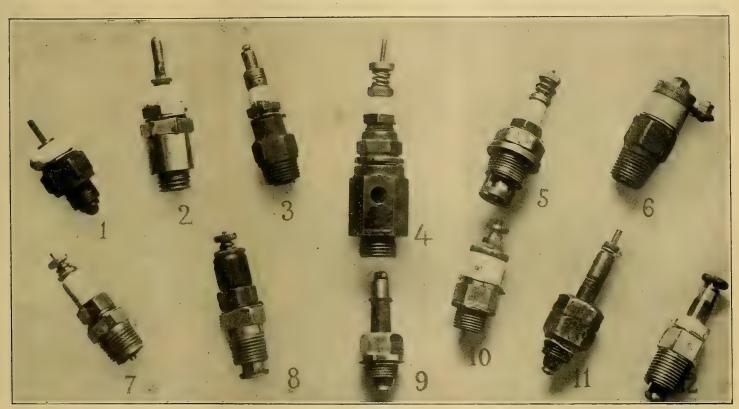
### **DEVELOPMENT OF THE SPARK PLUG**

Refinement of Construction without Radical Change of Form—Old and New
Types and Their Features.

While there is little resemblance in the gas engines of to-day to those of six or seven years ago, the same statement cannot be made in reference to the spark plug, which, despite considerable refinement, retains the same general form and construction that it has had from the beginning.

Since the earliest days of the jump spark there has been almost no change in the in 1900-01. The former known by various names in this country, is possibly best remembered as the G. C. S. Bougie; the core of it is much like a cylindrical metal ball, while No. 3 is the early De Dion, of which there were many imitations; the terminals in this were short curved wires. No. 2 is a plug that is well known on the other side of the pond, and which has found some favor on this. Like the other two in the group this "Pognon exporta" has the wire terminal incased in porcelain, the features of it being the socalled hollow, or cup, porcelain that permits of a greater sparking surface. The Pognon presents an unusual appearance because of the great amount of metal used core differs from many because of its shape; in the former a pear shaped metal extends to a point near the circular metal band which is mounted on the body of the plug, the point of the pear serving as the terminal from which the spark jumps. This plug is rarely if ever seen now. No. 6 is the well known Herz, unusual in shape and having a distinguishing feature in the substitution of stone or lava in place of porcelain. The electrode in this plug is round and occupies nearly all of the base to which the spark jumps from a slight projection on the core.

Two entirely modern and well known plugs, the "Miller" and "Spitfire," Nos. 7 and 8, respectively, serve to illustrate dif-



OLD AND NEW TYPES OF THE SPARK PLUG

principles of the plug. Though the first models were frequently found with two or three bushings, a gasket or two and occasionally some device or contrivance for injecting a priming charge into the cylinder through the plug, the general principle of a core and base, so arranged that the spark jumped from the former to the latter, was, in effect, the same then as it is now. While this principle has been carried out in a great number and variety of ways, the changes have merely been in some small and unimportant detail, which has had no bearing on the general shape of the plug itself, but has served only to carry out the theories of the makers.

Dividing into groups the plugs shown in the illustration, it is seen that the group consisting of Nos. 1, 2 and 3, have a center core of porcelain, through which is carried the terminal. The plugs Nos. 1 and 3 are obsolete French types which found favor in the base; in this respect it is entirely unlike any of the others in demand at this time, as the general tendency is toward compactness.

No. 4, the "Non-Stop," is the invention of A. W. King, at one time interested in the manufacture of the Gasmobile. This plug which appeared in 1902, is entirely different from any that have been offered for public use. Large and cumbersome, it was constructed to contain a firing chamber into which a priming charge could be easily injected through a pet cock screwed into the hole in the lower shell. An idea of its size may be obtained by comparison with the plug pictured beneath it, a modern "Jewel," the whole of which barely equals in length the distance from the bottom to the lowest hexagon nut of the larger plug.

The two others on the top row, Nos. 5 and 6, represent types in which the center

ferent ways of working out the same idea. The claim for both of these is that they can not be fouled by carbon deposits or short circuited by oil. In the Miller plug the results are obtained by retaining for air space the entire interior of the base. The porcelain insulation comes only to the top of the shell where it is secured by a bushing; no insulation is in the base, the terminal of heavy wire being sufficiently rigid to retain its position. The other plug, the "Spitfire," is much like this in that a large area of air space is retained, the difference being that a hood or cap offers the surface for the grounding of the plug. A characteristic of this plug is a fiber shield to protect the porcelain.

The "Jewel," No. 9, needs no description. Its reproduction here serves to demonstrate the simplicity of present construction in contrast to the productions of a few years ago when a quantity of body metal

was surmounted by a series of bushings, gaskets and even springs.

The last three plugs depicted are of interest because of the introduction of a different principle. In No. 10, the core is hollow and contains a valve seat into which a ball is forced by the compression stroke of the piston; on the suction stroke air is taken in through the core, the object being to correct the mixture by the additional air which also serves to keep the contacts clean. This plug, known as the H. M., did not attain great popularity, and soon after its introduction in 1905, was withdrawn from the market.

The other two of this group, Nos. 11 and

finds anything but those made of mica as a part of the motorcyclists' equipment. Why this should be, no one can answer; for though each type of plug has its votaries in both the motor car drivers and motorcycle riders, yet the line of demarkation is strongly drawn, and it is safe to assert that, comparatively speaking, more mica plugs are used on automobiles than there are porcelain plugs used on motor bicycles.

### How Miner Aroused Rochester.

If there is any one in Rochester, N. Y., who does not know that the George L. Miner Co. received a shipment of 25 Indian motor bicycles, it is not Miner's fault.

only one or two loose nuts need tightening, is to resort to a convenient monkey wrench, as this tool is quickly adjusted to take either the large or small nuts. But there is danger in doing that sort of thing as the purchase which is obtained when a ten or twelve inch wrench is employed is far in excess of that which is needed for properly tightening a small nut and it is a difficult matter to make proper allowances for this purchase so that the bolt shall not be twisted off. A better plan is to have at hand an assortment of solid or S wrenches, as these are designed to the end that their length will be proportionate to the amount of the strain which should be put on the



"SOMETHING DOING IN MOTORCYCLES" AT ROCHESTER, N. Y,

12, are examples of a vibrating plug first introduced this year. No. 11 is the original model from which the other has developed. This plug consists of three parts, the base, the bushing and the core. The core is the usual form employed in mica plugs, but has a brass tubing, with a shoulder, incorporated in it. In the bushing is a valve seat into which the core shoulder fits; the suction and compression strokes of the engine piston keep the plug core in rapid movement and by this movement carbon deposits are prevented.

With the exception of the vibrating plugs and the mammoth No. 4, all the plugs shown in the illustration are practically alike, save for the slight differences which have been described.

One of the curious features of spark plug development is in the fact that while the porcelain plug is immensely popular with the automobilists, it is rare indeed that one

When the machines arrived, the astute merchant decided that he would make the public take notice that there was "something doing in motorcycles," despite the fact that the snow lay deep on the ground. Accordingly, he loaded the 25 motorcycles on a four-horse truck, placarded horses and truck with signs which rendered it impossible for the identity of the goods to escape any but a blind man; and following a brass band conveyed in a sleigh, the "first shipment" was paraded through the streets of Rochester. The band tooted good music and tooted it so loudly that it simply compelled people to stop, look or listen. What they saw is shown by the accompanying picture. That it gave many of them their first thoughts of motorcycles is undoubted.

### Proper Use of Wrenches.

One of the great temptations when giving a motorcycle an overhauling, or even when

nut that they are made to fit, and it is a rare occurrence to destroy a bolt when one of these is used, unless the very purpose of the wrench is defeated by the use of a length of pipe, to obtain a greater leverage, being put on the wrench.

### Don't Use Pliers on the Spark Plug.

While it is desirable that the contact between the spark plug and secondary terminal should be as secure as possible, it is unwise to resort to pliers for the purpose of tightening the binding nut on top of the plug. When tools are used to make this connection secure it frequently happens that the porcelain is broken or that the entire core of the plug is turned, so that the distance between its sparking points is sufficiently altered to affect the travel of the spark so that it is forced to jump more or less than the 1-32 which is usually the required distance to obtain the best results.

### DE PALMA'S PATIENCE PREVAILS

Now He Wears the Smile that Won't Come off—His Audacious Offense and Long Struggle for Reinstatement.

Ralph De Palma, of Brooklyn, N. Y., is this week wearing a smile which may be termed the outward sign of the reward of perseverance. He has had his disabilities removed and has been restored to the professional ranks by the National Cycling Association. De Palma wears the smile not because his reinstatement will permit him again to race on a bicycle, but because it opens the way for his participation in motorcycle and automobile competitions, which for nearly five years have been closed to him. In this part of the country, De Palma's has been almost a celebrated case.

In 1903, at the race meet on Manhattan Beach track, which marked the formation of the Federation of America Motorcyclists, the Brooklyn man fell from grace. The events all were restricted to amateurs. In one of them, De Palma, a daring and expert professional motorcyclist, borrowed the coat, cap and number of one of the competitors, and with his face well hidden by a pair of masklike goggles, lined up and started. He was not recognized by any of the officials, and if he had not won the race the audacious fraud might never have been detected. While he was coming down the homestretch, however, a man who knew him well, tipped off the officials and they made a quick sprint across the field to catch him before he entered the dressing rooms. He got inside first, however, a friend in waiting slamming the door in the referee's face. The latter got it open, however, while De Palma was frantically trying to remove the coat with the telltale number pinned to it.

At that time the F. A. M. had not assumed control of motorcycle competition, but the N. C. A. acted promptly on the request of the F. A. M. officials. De Palma, who had been in trouble before, was suspended indefinitely and the young man who was accessory to the offense, was shelved for one year. De Palma laid low for about a year, and then he began a campaign for reinstatement, the like of which seldom has been undertaken. When he applied to them, the N. C. A. officials cut him short with the declaration that they never would reinstate him until the F. A. M. recommended it. Thereafter, he devoted himself to the motorcycle officials.

DePalma who, off the track, always had conducted himself beyond reproach, was nothing if not an enthusiastic motorcyclist. Wherever there was a contest, there he was to be found with a longing look in his eye. If President Betts or Chairman Douglas, of the F. A. M. competition committee, chanced to be on hand, it was a rare occasion when De Palma did not seek them

out and endeavor to plead his case; and periodically he solicited the good offices of Secretary Wehman. He called on them at their offices. He had his friends plead for him; he induced his club to take action and he even got a motorcycle manufacturer to bring strong pressure to bear. A deaf ear was turned to all of them. Two years ago De Palma's desire to compete overcame him. A small party of other "outlawed" motorcyclists promoted a frost-fringed meet in New England and among other things, a purse of \$500 was offered for a professional race. Despite his suspension by the N. C. A., which carried with it suspension by all its allies, the "outlaws" welcomed De Palma with open arms. The absence of the "\$500 purse" was the most conspicuous feature of the meet, but the Brooklyn man, nevertheless, rode an exhibition "for fun."

Later, he had the hardihood to renew his effort to obtain reinstatement. The F. A. M. officials then refused to listen to him. He was brusquely told to keep on racing with the "outlaws." But De Palma did not despair. Again and again he sought out the officials. He pleaded his case fervently. He said he had been taught a lesson he never would forget; that he was young when he sinned; that he had no desire to be an "outlaw"-all he sought was a chance to prove that he could be as upright in sport as he had been in every day life. His four years of untiring endeavor finally extracted a promise that if he could prove that he could behave himself, the F. A. M. might withdraw its objections to his reinstatement, whereat the persevering fellow broke down and wept. The new year was not very old when De Palma paid another visit and recalled the official semi-promise. When he departed, he was supremely happy. He committed some things to paper and his reinstatement is the result.

### Oakland Wheelmen Sprang a Surprise.

The Oakland Wheelmen proved the surprise at the home trainer meet held in San Francisco Saturday night last, 29th ult., and which was promoted by the New Century Wheelmen of that city. The meet was largely attended, and the Oakland team beat the Garden City Wheelmen of San Jose by a narrow margin. The race was for a cup and each team was allowed to enter two riders, their combined time counting in the final award. Each heat was at two miles. The results follow:

Oakland City Wheelmen—E. McTighe, 2:301/5; E. Carroll, 2:31. Team time, 5:011/5. Garden City Wheelmen—H. Waltz, 2:291/5; W. Chaboya, 2:34. Team time, 5:031/4.

Bay City Wheelmen—H. Halsted, 2:311/5; W. Steinman, 2:43.. Team time, 5:142/5.

New Century Wheelmen—B. Mainland, 2:473/5; G. McGrath, 2:303/5. Team time, 5:18.

Golden City Wheelmen—John Coughlan, 2:544/5; H. Hart, 3:02. Team time, 5:574/5. Central City Wheelmen—V. Doyle, 2:47;

M. Doyle, 3:05\%. Team time, 5:51\%.

### **KELLOGG TO WEAR GOODWIN MEDAL**

He Wins Point Trophy, Leaving Other Competitors Far Behind—Standing of the Contestants.

While it was known even before the year closed that Stanley T. Kellogg, of Springfield, Mass., had won the Goodwin point medal for the year 1907, his score was in doubt until the official tabulation by Chairman Douglas of the F. A. M. competition committee was completed. The figures prove that Kellogg's victory was even more pronounced than had been anticipated. He rolled up a total of 75 points, made up of 16 firsts, 11 seconds and 2 thirds, plus 3 points for completing the national endurance contest. His nearest rival was Charles Van Sickle, of the Chicago Motorcycle Club, who earned 41 points. The westerner finished first nine times; second, four times, and third, three times; he also survived the endurance contest in the competition with 33 points. Walter Goerke, of Brooklyn, N. Y., was third. He won seven firsts, one second, and eight thirds.

The standing of the other eligible riders who scored 15 points or more is as follows: G. H. Curtiss, Hammondsport, N. Y., 25 points; W. H. Wray, Brooklyn, N. Y., 24 points; Peter H. Cox, New Haven, Conn., 21 points; Walter Davidson, Milwaukee, Wis., 17 points, and Alex Klein, Philadelphia, Pa., 15 points.

The medal is the gift of E. W. Goodwin, an enthusiastic motorcyclist of Brooklyn, N. Y., who is in no way affiliated with the trade. The competition was open to all, the only provision being that the F. A. M. rules must have been fully complied with. The basis of the scoring was 3 points for a first place, 2 for a second and 1 for a third, all to be earned in open events of whatever nature. Goodwin himself had participated in several of the national endurance contests and accordingly believed and stipulated that all survivors of that event be credited with 3 points additional.

Kellogg had his heart set on winning the medal and never lost sight of it. He is such a clean-cut, gentlemanly young sportsman that few will begrudge to him his achievement.

### Vanden Dries First in Armory Race.

Amateur Champion William Vanden-Dries—he won the only track championship held last season—won an exciting two mile handicap at the Spanish War Veterans' Association's games in the Twenty-second Regiment Armory, New York City, last Saturday night, 29th ult. Vanden Dries soon had the field in hand, and in the final sprint beat Charles Nerent, who had 75 yards, and Owen J. Devine, 15 yards, in this order. Vanden Dries started from scratch and his time for the two miles was 5 minutes 13 seconds.

### CARE OF THE BALL BEARING

Value of Lubrication as Shown by Scientific
Tests—Bad Effects from Presence of
Dust and Grit.

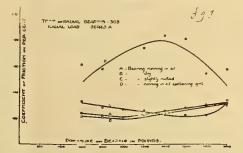
There is a general impression that the average ball bearing may be run without oil, with its parts badly rusted, or even badly clogged with grit, without materially affecting its efficiency. As a matter of fact, a small amount of grit disposed over the races may serve to quadruple the frictional resistance offered by the bearing, besides which it increases the wear at an exorbitant rate. An accurate and enlightening demonstration of the fallacy of supposing that the ball bearing requires no attention and will run as well under poor as under good conditions, was afforded by a paper read before the Society of Automobile Engineers recently by Henry Hess.

Taking a bearing of the two-point annular type, such as is coming into use for engine crank shafts to a certain extent, several tests were performed with the idea of determining the effects of various running conditions upon it, both normal and abnormal. The conditions imposed were such as might be supposed to result from neglect and abuse, and included observations made with loads varying from those well under the capacity of the bearing to such as were greatly in excess of its rated ability.

Briefly, four sets of observations were made, embodying radial loads, or those at right angles to the axle, combined radial and end thrust loads, and thrust loads only. For each of these conditions, four sets of trials were made corresponding to conditions of (A) copious lubrication; (B) practically no lubrication; (C) with rust; and (D) with grit; these tests were repeated under each' load condition. The loads ranged from a low load as compared with the capacity of the bearing to a very decided overload. The radial load started at 600 pounds and was raised by 200 pound increments to 2,000 pounds. The thrust loads ranged from 50 pounds to 400 pounds by 50 pound increments. The speed was taken at 300 revolutions per minute.

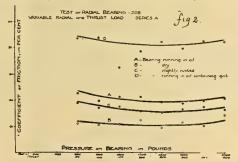
Copious lubrication was provided by allowing the bearing to dip into a relatively large reservoir of oil. For dry running the bearing was rinsed out in gasolene and then dried out in an air blast; this left a very slight oil film, not perceptible to the touch, but nevertheless present. After this test the bearing was rusted in water until a light coat was deposited on all surfaces. Owing to the high finish of the balls and races, the rust film on these was not thick; on the separators which are not polished. the rust was much heavier and interfered decidedly with their elastic action. Grit was provided by throwing sharp building sand between the races,

The tests were carried out by means of a special friction measuring machine capable of measuring the force of the frictional resistance due to radial loads up to 15,000 pounds, of thrust loads up to 10,500 pounds, and of combined radial and thrust loads in any ratio within these limits, and at speeds ranging from 200 to 2,000 r. p. m. The accompanying curves were plotted from the results of the various tests. In each case the position of the points above the base line indicates the amount of friction developed, while their distance from the left hand end of the diagram indicate the



amount of pressure to which the bearing was subjected during that particular part of the test. Of the results shown in Fig. 1, the author says:

"The friction (always referred to the bore of the bearing in order to permit of ready comparison with the friction that occurs in plain journals at the bore or shaft surfaces) ranges from 0.21 to 0.25 under copious lubrication (A). The dry running curve (B) is parallel, and, curiously, lies about 10 per cent. lower. The difference represents not the difference in bearing friction, but that of the relative resistance of the copious oil



supply and the slight film left after the oil was washed out in gasolene. It would not do to conclude that this justifies the cutting out of oil, as is not infrequently advised; aside from other considerations, oil, and plenty of it, is necessary as a rust preventative.

"Curve C, with the bearing rusted, shows at first about 50 per cent. increase in fric tion, and then, very surprisingly, a gradual drop, curving down to the best values of A and B; but toward the close rising again sharply. An examination of the races involved shows that the initial higher friction was due to the rust, that, as this was worn off, the friction dropped and that the roughening due to the rust having destroyed the high polish and the truth of the ball and race surfaces was attended by an increasing breakdown of these surfaces.

as indicated by the final fast rise of the friction. Prolonged running would undoubtedly have confirmed the road experience of the very serious influence of rust on bearing life and endurance.

"As was to be expected, the insertion of grit raised the friction very decidedly. The readings varied widely, so that the average curve, D, will be seen to lie quite far from some of the points. As the run was started with the lower loads, and as it took some time to bring about an even distribution of the crudely inserted grit, the friction rose as the grit involved more of the surfaces; the drop after that is accounted for by the gradual working out of the grit and to the grits being worked down and partially destroyed by the wearing action of the balls

"The friction due to the grit and rust tends to draw the end plates and separators under the balls, and as these two destructive agents wear down the parts the separators may be, and occasionally are, drawn under the balls. That means a destruction of the separators, while the violent wedging also occasionally causes the outer race to be split."

In Fig. 2 are shown the results of tests made with both radial and thrust loads imposed upon the bearing and increasing simultaneously. The alteration in the shape of the curves under these conditions is seen to be very marked, although the general relation between those corresponding to good, bad and indifferent conditions of useage remains relatively the same. From these and other observations, not shown, it was proved that a thrust load of ¼ the simultaneous radial load practically doubles the frictional resistance, but that it is allowable under certain circumstances, since at most, the total resistance is comparatively low.

Among his conclusions, the author presents these important points: "Simultaneous radial and thrust loading is permissible and does not result in a material increase of friction as compared with radial loading only.

"The bearing should be copiously lubricated; easiest running will be had with the least viscous lubricant; that, however, must not be so light as to escape readily, but must be retained by the mechanical arrangement of the hub.

"Rust must be rigidly excluded, as it will result in breakdown of the bearing surfaces and of the carrying capacity.

"Grit must be rigidly excluded, as it will result in a wearing away by grinding of the balls and races.

"As between rust and grit, the former is the more dangerous, since it involves the destruction of carrying capacity, while grit merely brings about a faster wear than is desirable. Rust and grit are nearly always found associated, as the conditions admitting the one generally admit the other. Their combined influence is decidedly bad. Fortunately, both can be kept out by means which are available, simple and cheap."

### PRINCIPLES OF POWER PRODUCTION

How Heat Becomes Motion in the Gas Engine—Chemical Changes that Attend the Process.

It is easy enough to understand how the gas engine works, in the ordinary sense of the word, but it is safe to assume that the average motorcyclist has small idea of the reasons why it works-a distinction of considerable importance. When the investigator undertakes to follow out every reason of every step in the process by which the limpid fuel is converted into the forcible "kick" of the working stroke in the motor, he finds himself at once plunged into a mass of technicality which is apt to be pretty discouraging. By going into the matter only far enough to sift out the main principles, however, and leaving the more intricate theory untouched, it is possible to gather a few ideas which are at once interesting and helpful in comprehending the operation of the machine in an intelligent fashion.

The gas engine belongs to the type of prime mover or power generator known as the internal combustion motor. This distinguishes it from the external combustion motor, to which class the steam engine belongs, since the combustion, or burning of the fuel from which its power is derived, takes place outside the working cylinder. The same burning takes place within the working cylinder of the gas engine. Hence, this form of motor is greatly simplified. Both are heat engines, and both depend largely upon the property of expansion, which is developed in any gas so soon as it is heated. Heat is the root of the power tree, then.

It is universally understood that the heat results from a process known as combustion. What this process is, may be better understood if it is considered merely in the light of a chemical combination of certain elements which have a tremendous affinity for one another. Just as the "keeper" is drawn to the horseshoe magnet, so the tiny molecules of certain substances are drawn to the molecules of certain others, and in the same way the atoms composing them are disturbed, when brought within range, as it were. Because some substances display such an affinity for a great number of other substances in a striking way, they are known as supporters of combustion, and of these, oxygen—the most important component of ordinary air, s the most familiar.

When ordinary illuminating gas is heated to a certain point it takes fire, as the saying is, and commences to burn, at the same time giving off light and heat. The heat is due to the tremendous agitation of the particles of the different components of the air and gas which are striving to combine. The light is due to the heating of some of those components to a point of incandescence.

As the flame continues to burn, oxygen is drawn from the surrounding air and is spent in producing carbonic acid, carbon dioxide, nitrogen, and certain other gases. When the vapor of gasolene is burned in the open air precisely the same action takes place. The illuminating gas will not burn unless the oxygen is present; neither will the vapor of gasolene. Hence smothering the flame by excluding the air "puts out" the fire.

When illuminating gas, or gasolene gas, or any other inflammable vapor is mixed with oxygen or air, it becomes explosive. From this fact, the meaning of the term explosion, in distinction from burning in the ordinary sense, is easily understood. Combustion in the ordinary sense requires the presence of either air, oxygen, or some other

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supporter of combustion. The explosive mixture requires no outside supply of any sort to complete the chemical union.

Powder, for instance, is an explosive mixture, because it will burn away from the air, and because a mass of it, once set on fire, will continue to burn until the supply is entirely exhausted. Yet oddly enough, some kinds of powder burn very slowly and are so designed purposely, while others burn with almost a lightning flash. The distinction between combustion and explosion, thus depends upon the ability of the mixture in question to support combustion of itself. The term explosion is commonly confused with a loud noise, and with an instantaneous burning of the explosive substance. Powder is an explosive, so is the mixture burned in the gas engine, yet both are known to burn at varying rates. Gas is not an explosive, nor is gasolene, nor its vapor. They are combustible, and remain so until heated to a certain temperature, and mingled with oxygen or air in the proper proportions. But after being mingled with air in correct proportions they become explosive. The rate at which they burn depends upon a number of different

factors, such as the relative proportions of the mixture, the temperature at which it is maintained, and the compact or loose arrangement of the particles composing it.

Thus a heap of powder will burn far more rapidly than the same amount will do if spread loosely over a much greater area. or strung out in a long train. Each little grain will be ignited more readily if brought nearer to the heat of another which already is burning than if placed further away from it, simply because it is more readily heated. The same principle applies to a combustible or explosive gas. The molecules of the mixture are affected in precisely the same manner as the grains of powder. The closer they are packed together, the more rapid is the resulting combustion, once the action is set up. From this, the importance of compressing the gas before igniting it will be at once apparent.

It is not only in accelerating the propagation of the flame in the gas, however, that compression finds its reason. Compressing the gas raises its temperature, by causing friction between the molecules composing it, just as ramming down a powder charge in the barrel of a gun, may heat it sufficiently to warm the barrel, or even to ignite the powder, if carried to extremes. higher the temperature at the instant of ignition, the less work the electric spark must do in raising the mixture to the required temperature in starting the flame. Further than that, compression, by agitating the particles composing the mixture, serves to perfect the blending of its ingredients, diffuse more widely the spent products of former explosions, and prepare it for combustion. The general result is that of making the burning action more rapid and complete.

This is desirable because slow burning means a high pressure in the cylinder when the exhaust valve is opened, and a considerable waste of heat which otherwise might be useful. In fact, it may be said that increasing the compression has, in a general way, the same effect upon the action of the motor as advancing the spark. Too early a spark produces knocking because part of the explosion is wasted in acting against the compression stroke. Too high compression besides raising the temperature of combustion to so high a point as to burn the lubricant from the cylinder walls and tend to cause the piston to stick, also requires so much power as to cut down the net output. So, as in timing the spark, the rate of compression must be adjusted to suit the needs of the engine. Happily for the user, however, this adjustment is performed entirely by the designer in arranging the volume of the compression or combustion chamber.

When the mixture is ignited, certain components of the fuel vapor commonly known as hydrocarbons, fly into union with the oxygen of the air, and produce carbonic acid, carbon monoxide, and sundry other gases which contain hydrogen and carbon in varying proportions. In addition to these.

nitrogen, largely remaining from the air, steam, and a surplus of oxygen, are usually to be found in the engine exhaust. It is the evolution of heat, dependent upon the natural tendency to effect these combinations, which 7890\$...890\$...90\$...0\$........ the power. The heat causes the gas to expand. Expanding, it pushes down the piston, which, in turn, rotates the crank and ultimately drags the machine forward.

Between 80 and 90 per cent. of the mixture is air. It enters the cylinder at atmospheric temperature, and after explosion is raised to a temperature of somewhere between 2,000 and 3,000 degrees Fahrenheit. The cylinder pressure rises from atmospheric to perhaps 70 pounds per square inch at the end of compression, and to between 200 and 300 pounds at explosion, falling again to atmospheric as soon as the exhaust valve is opened. The "mean effective pressure" developed in this way may be perhaps 70 pounds per square inch. The net result of the process is the same, therefore, as the effect of a 70 pound weight acting downward on every square inch of piston surface during the whole of the working

To remove such a weight at the end of every working stroke, draw up the piston, replace the weight again, and repeat the operation with regularity and speed sufficient to turn the crank at the rate of 2,000 turns per minute, would be considered a marvelous achievement. Yet the same work accomplished with the aid of a few drops of gasolene, is held to be perfectly commonplace and ordinary, chiefly, perhaps, because it is so little understood by the average user.

### Roads Need not be Safe for Bicycles.

Reverence for the antique is one of the characteristics of Massachusetts, and it has been strikingly illustrated in a decision just handed down by Chief Justice Marcus Perrin Knowlton of the State Supreme Court. Judge Knowlton has decided that automobiles are not vehicles of the general character for which safe and convenient roads must be provided, and in handing down the ruling he takes occasion to say that neither has the bicycle any rights in that respect.

The decision was rendered on an appeal by the town of Ayer from a judgment for \$100 damages awarded to an automobilist whose machine was stalled by sand on one of the roads of that town. Judge Knowlton, in evolving his decision, harked back to the highway statute of 1786, which requires cities and town to make their roads safe and convenient for "travelers with their horses. teams and carriages," which, of course, were the only vehicles then known; and in his decision he says "if the road is reasonably safe for travel generally, towns are not liable for a failure to make special provision for the safety and convenience of persons using automobiles or bicycles." Coming at this late day in view of the widely different nature of the two vehicles, the decision is rather remarkable.

### ESSENTIALS OF THE LUBRICANT

How to Select It for the Motor—Importance of "Flash"—Injurious Elements in Animal Oils.

It is a safe assertion that a very large percentage of the motorcyclists give time an thought to the questions which arise in the selection of the various accessories with which they propose to equip their machines. The determination as to which tire shoe or tube should be given the preference, which horn is most desirable, or what make of batteries will give the best results, is only arrived at after much consultation with friends who ride.

But there is one thing which is most vital to the successful handling of a power bicycle that is given little or no consideration by the motorcyclist: The question of a proper oil rarely is considered. The agent says get the P. D. Q. brand; a friend suggests something else, and the bewildered owner tries both, though neither may be entirely suited to his particular type of machine.

The essential point in the lubrication of a motor bicycle is to have an oil that will be consumed by the heat generated in the cylinder, and at the same time, he high enough in flash so as not to be consumed too quickly. If it is too high in flash, the result is distillation, which leaves behind a heavy deposit that becomes carbon and causes the trouble that riders are familiar with.

'Flash," it may be well to explain, is the temperature at which the vapor from the oil will ignite, and when the expression "500 flash" is used it signifies that the vapor from the oil will be ignited at a temperature of 500 degrees Fahrenheit, and incidentally this is just the test that is most desirable in the lubrication of an air cooled engine. In the air-cooled cylinder conditions are very different from those pertaining to the water cooled, as the much higher temperature to which the walls of the former are heated would at once consume an oil that would serve perfectly in a watercooled cylinder, and the destruction or consumption of the oil would occur before it had performed its lubricating functions.

In seeking a proper lubricant, care should be taken to obtain an oil which will not "gum" or cause corrosion or oxidation. Oils containing a large amount of animal matter should be avoided as the action of the animal oils on metals is deleterious unless all the fatty acids have been extracted.

In this connection a recent interview with an analytical chemist, whose researches are now confined almost exclusively to different oils and the results which will be obtained from their various applications, brought out the interesting statement that only one man had succeeded in making sperm oil a lubricant which would

not have a deleterious effect on the bearings and other lubricated parts of machinery. Having prefaced his statement by saying that he was not considering sperm oil in the light of a lubricant for the cylinders of the internal combustion engine, he continued:

"Sperm oil is, of course, an animal oil, and animal oils contain oleic and stearic acids. These acids are the basis of soap and have absolutely no value as lubricants. Ordinarily the so called "sperm oil" used for sewing machines is in reality a mineral oil with a mighty small percentage of sperm in it, and what little there is in it, is put there merely to effect its specific gravity and give the odor that justifies the use of the name. One man, however, has succeeded in removing these acids from the oil; he is W. F. Nye, whose product may honestly be called sperm oil, and its use will show it to be an efficient lubricant and rust preventive for bicycles and machinery generally.

"But with the exception noted, it is well to avoid animal oil, and where it is used for splash lubrication the oil is apt to saponify, making a clotted mass in the crank case far too dense to permit of a sufficient portion of it reaching the bearings and cylinder walls. Animal fats have no special value as lubricants, as compared with mineral oils, and the use of them simply increases the cost without adding to their efficiency,. In the crank case it quickly forms a soapy mass when beaten or churned by the crank. As an engine lubricant they are an utter failure and have the additional bad feature of deleterous effect on the metals.

"If consumers would obtain the oil best suited for their purpose, inquiry at any oil dealer's would result in getting a mineral lubricant with a flash test of about 475 to 525 for air cooled motors, and which is not to viscious or dense. Animal and most vegetable oils should be avoided for reasons already stated."

### To be Sure of a Switch Plug.

A wise precaution for the motorcyclist whose machine necessitates the use of a switch plug, is to have a spare one of these very vital articles attached to his key ring as in case of the regular plug becoming lost the other always is quickly available. The simplest way to acquire a plug that may be carried in the manner suggested, is to bore a small hole through the rubber cap, and put through it a small ring of sufficient diameter to go over the key ring. It is a little wrinkle but it may save time, temper and cuss words some day; in fact, at least of the motorcycle manufacturers fits his switch plugs with a ring of the sort.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50c. The Bicycling World Co., 154 Nassau St., New York City.

### BESET BY A TRIO OF TROUBLES

All Caused by One Little Break-Where It Was and How Similar Difficulty Can be Avoided.

Outside the air was chilly. The March wind held little promise for an early spring as it banged and rattled the window sashes and penetrated into the room where a few of the faithful were gathered to discuss the past, present and future of motorcycling. During the winter months these weekly sessions of the enthusiasts had served to keep alive interest in the sport and the tales that had been told of past experiences whiled away the evenings and ofttimes suggested means of locating and remedying mishaps which had occurred and would recur to many of those who had heard the discussions. "The youngster," who was 6 feet and slender, and who found an especial pleasure in starting arguments in which he took no part when the disputants were well under way, was the first to hear the opening of the outer door.

"It's the Experienced One," he said.

A moment later that individual entered the room.

"Rotten weather," he said, by way of salutation. "Ye gods, I once tried to ride on a night like this, when the game was new to me," he added as he removed his coat and drew a chair before the fire.

One or two of the others looked about with an expression that plainly said "me too." After a few minutes of silence during which the late comer settled himself comfortably and started his ever present pipe at its duties, he began without preface.

"As our last two sessions sufficed to properly dispose of the 'expert' whom we have hung, drawn and quartered, I will recount the experiences of one afternoon, which will demonstrate the truth of the old axiom that 'troubles never come singly,' and my tale will show they sometimes travel in trios."

"Speaking of trios"-interrupted "the youngster" but he got no further, he was silenced by cries of "get the hook, "back pedal," and other expressions of displeas-

"As I was about to remark when our young friend opened his cut-out," continued the Experienced Motorcyclist, "on the afternoon in question-and by the way it was Friday, the 13th-I had a series of happenings that added nothing to my geniality.

"I had gone but a short distance and was riding smoothly when suddenly a sharp shock and pain went through my entire system, followed by another and may be a few more: for with the severity of the first attack I lost control of the machine and in a moment was lying in the gutter by the roadside. I picked myself up and the machine, and a minute's examination showed me that the secondary wire had become detached from the plug and had hit my leg, grounding the current through my body. No particular damage had resulted save the breaking of the primary connection at the commutator box, which I repaired after some little trouble and I listed that as event No. 2 and wondered what the third would be.

"I had not gone a very great distance when the motor suddenly ceased to mote. With the sub-conscious impulse, which we soon acquire, to shut off power at the first indication of something wrong, I turned the grip and in doing so raised the exhaust valve with the natural result that the bicycle coasted with comparative freedom; before it had come to a stop I again tried the power and to my surprise the engine resumed its duty and I continued for several hundred yards without incident.

"Though I was wondering what had gone awry the quick resumption of the motor's work satisfied me that the disarrangement was of some minor part, and had readjusted itself. Possibly, I thought, something clogged the spray nozzle and has worked itself out; still that did not seem entirely plausible as the motor had stopped suddenly-no preliminary misses or anything of that kind which would accompany a partial or complete loss of gas. But the subject didn't bother me much though I kept thinking of it until my reflections were interrupted by my motor acting in the same way again."

"This time I had to dismount; I looked

the power plant over, and having satisfied myself that there was nothing wrong with the gasolene and nothing to obstruct its flow, I made a careful examination of the ignition outfit. I had an ammeter with me and tested each of the three cells and found them individually and collectively all right; the spark plug was in working order and examination of the commutator box disclosed no disarrangement there.

"As I had passed beyond the stage where I made alterations and adjustments without knowing why I did it, I attempted no changes, but mounted the wheel to see ifwell, because there wasn't anything else to do. I kicked the pedals, threw on the switch, and lo and behold, the thing started, but kept going for a short distance only and then the same trouble returned.

"As there was nothing I could do that I had not done, I just kept pedalling, occasionally turning the grip with the result that sometimes the engine would go and sometimes it wouldn't. In this way I finally reached home; and I was pretty well tired out when I did so.

"Well, to make a long story short I found, after a lot of trouble that one of the flexible battery connections that I used to connect the different cells to each other had broken inside the insulation; that is, the wire had parted, though the insulation remained intact, with the result that at times the broken ends of the wire would come in contact with each other and I could proceed under power; then they would separate and I had to pedal. It was an especially hard trouble to locate, because at the moment of testing for a spark the wires were as apt to be in contact as to be separated.

"If you want to avoid the same thing." he added, after a short pause, "a sure way of doing it is to take two of the terminals, tape them together and in this way secure a double connection that, though flexible, is strong and of sufficient rigidity to maintain its position and preclude the possibility of vibration. Possibly a heavy wire would answer the purpose, but the objection to using it lies in the fact that it would not be easy to shape it to meet the requirements of the limited space in the battery box."

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### Where Cycling is Much Regulated.

To ride a bicycle in the Grand Duchy of Baden subjects one to a number of restrictions under a law which went into effect on January 1 of this year. A brief summary follows:

"Every bicycle must be provided with a good working brake; a clear ringing bell must be used as a warning signal; and a bright burning lantern with colorless lens which must be used when it is dark or during a heavy fog. The cyclist must have on his person a card of identity showing that he has a right to ride a wheel, which he must exhibit upon request to the proper authorities. The card of identity costs 23.8 cents. Foreigners are obliged to carry cards of identification which are good all over Germany.

"The speed of riding is to be controlled so that there will be no danger of accidents and collisions. When riding on roads which are obstructed from sight or in dense fogs, turning from one street into another, passing over narrow bridges, as well as riding down hill, etc., the cyclist must ride cautiously and slowly. In all these cases he is not permitted to ride without holding the handle bars, or removing his feet from the pedals. The bell is to be rung at all places obstructed from sight of the wheelman. The passing around of vehicles is forbidden, if it disturbs traffic in any way or is liable to frighten the animals.

"The riding of bicycles, except upon special paths for wheelmen, is permitted only upon such roads as are used for general traffic; the wheelman must not ride on embankments or sidewalks, intended for pedestrians, if such are at higher level than the roadway. Special paths for wheelmen can be closed at any time by a police ordinance. Racing is not permitted on public roads, and can be allowed only upon special permission of the authorities."





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154 Nassau St.,

New York

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New York, U. S. A., Saturday, March 14, 1908

No. 25

### PIEPER TAKES DOWN THE SIGN

And Baker Discontinues His Action at Law

—Conciliatory Settlement of a Somewhat Unique Case.

The sign "Exclusive Agent for Indian Motorcycles," which, for more than a year, gave offense to F. A. Baker & Co., is no longer displayed on the window of George B. Pieper's store in Bedford avenue, Brooklyn, N. Y.

Pieper placed the sign there in 1906, when it was appropriate to the occasion, but as the Indian agency was transferred to Baker & Co. the following year, it since has not represented the true state of affairs; and as the latter firm also maintains a retail store on Bedford avenue, Brooklyn, in addition to a wholesale establishment in New York, quite naturally their resentment has been the keener. When they requested Pieper to remove the sign, he gave no heed to the request. Accordingly, as was duly reported by the Bicycling World, Baker & Co. instituted proceedings to compel its effacement. Pieper promptly removed the offending sign and at his request the action was this week discontinued. In consideration thereof, Pieper agrees to pay the court costs and binds himself and his employees to not again display any sign or in any other way represent himself as having the sale of or the agency for Indian motorcycles. On their part, Baker & Co. waive all claims for damage.

### Satsfactory Reports from Pacific Coast.

Edward Buffum, sales manager of the Merkel Motor Co., has returned from an extended trip to the Pacific coast. He stopped at all of the more important centers en route and as he did business in all except one of them, that his journey proved a fruitful one is evident. He returned to Milwaukee via Texas, spending several days in that

State, which is credited with being particularly strong on bicycles. Buffum states, however, that Texas is not yet ripe for motorcycles. Many of them are in use, but they are widely scattered and few of the bicycle dealers can be induced to interest themselves in their sale. In talking of his travels, Buffum instanced how within a week of his return to the Merkel factory, an order was received from a Texas point for two motorcycles. In looking up the place, it was found to have a population of fifty.

E. V. Hill, sales manager of the Royal Motor Works, Worcester, Mass., also has just returned from a business trip to the Pacific coast and points between. He, too, reports a satisfactory state of things.

### Colorado Concern Changes Owners.

C. A. Price and A. H. Lewis have purchased the entire business of the Waverly Cycle Co., 200-202 North Tejon street, Colorado Springs, Col., from L. H. Skinner. The consideration was \$4,000. The title of the company will be changed to the Pierce-Indian Cycle Co. The purchase includes the agency for the Pierce Great Arrow automobiles and the Indian motorcycle.

### M. & W. Take up Motorcycle Tires.

Morgan & Wright, of Detroit, whose fame as tire makers long has been secure, have added to their line a corrugated motorcycle tire of the detachable, double clinch type. The casing is formed in shape to fit the rim, instead of being made flat, as usually is done; the inner tube also is distinctive, in that it is made of several plies of rubber instead of a single ply.

### Hayes Opens Store in New York.

The Hayes Rubber Co. is the style of a new concern which has commenced business at 57 Warren street, New York. In addition to tires, bicycles and a full stock of cycle and motorcycle accessories, will be carried. F. P. Hayes, formerly with the Pennsylvania Rubber Co., is the active man in the company.

### MOTORCYCLES AT BOSTON SHOW

Forty Machines Staged, but Effect of Display Lost by Scattering Exhibits— Some of the New Developments.

While there was wisteria aplenty on the floor above, and Japanese arches and Japanese suns and other things suggestive of that oriental country, very little of the Japanese setting, which formed the decorative scheme of the Boston automobile show, was carried into the basement, where the motorcycle exhibits were staged. White and firecracker red constituted the color scheme throughout Mechanics building—the structure which housed the show from Saturday, 7th inst., until Saturday, 14th—and bunting of these hues was employed on the walls and pillars in the basement, which otherwise was devoil of embellishment.

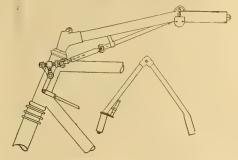
A total of 40 motorcycles, representing 11 different brands, were in evidence—two more than were originally catalogued. It had been expected that an entire section would be set aside for their display; but this proved not the case. The exhibits were scattered and their effectiveness on the public which would have been obtained by grouping them was therefore lost. When the fact was realized by the exhibitors, there was some talk of forming an association to assure more favorable and neighboring locations at all future shows; but nothing came of the discussion.

The exhibitors were as follows; Hendee Mfg. Co., Indian; Light Mfg. & Foundry Co., Light; Ovington Motor Co., F. N.; Reliance Motor Cycle Co., Reliance; Merkel Motor Co., Merkel; Reading Standard Co., R-S; Aurora Automatic Machine Co., Thor; American Motor Co., Marsh; Crouch Motor Co., Crouch; S. M. Supplies Co., Excelsior; P. W. Wood, Jr., Curtiss. The Curtiss and the Excelsior, both shown by local agents, were the late comers. Bicycles

also were in evidence—six of them, and each of them the pedal propelled article, one of them a ladies bicycle. All were Reading Standards and they occupied the center of that exhibit, being surrounded by the R-S motorcycles.

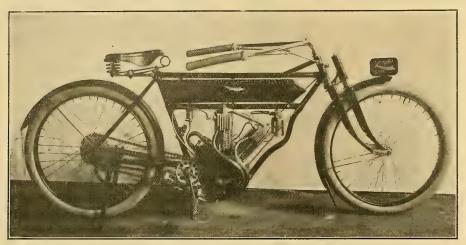
All except the Crouch and the Reliance had been exhibited at either or both the New York and Chicago shows, the last of which occurred in December; and as a result, the Boston show did not hold much promise of newness or mechanical development. In this respect, however, it proved a surprise. In the three months that have intervened since the Chicago show, nearly all of the manufacturers have been able to find room for further if minor refinement.

Perhaps the biggest surprise of the whole show was the display of bicycles. No one expected to see anything of the sort and when they were found, the six Reading The carburetter is carried in front of the forward cylinder. Bosch magneto, with enclosed driving gears, is employed for ignition. The arrangement of the saddle is



LIGHT YESITISA SPR"NG FORK

novel. Instead of saddle post fitting into the upright tube of the frame, it slides from the rear into the top bar of the frame with which it is level. Attached to the saddle



LIGHT 5 HORSEPOWER TWIN CYLINDER MODEL

Standards, each of a different color, that formed a part of the R-S exhibit, rarely failed to attract attention and cause comment; and there were so many calls for catalogs, too, that before the end of the week it was necessary to telegraph the factory for a fresh supply.

Of the exhibitors who had exhibited at previous shows, the Light Mfg. and Foundry Co. were the only ones who displayed an entirely new model-the 5 horsepower twin cylinder Light. The single cylinder models, however, were presented for the first time with 26-inch wheels, which are offered as an option, 28-inch remaining the standard size. The "twin" proved to be a very distinctive looking mount-long, low and rakish. With spring forks, it has a wheel base of 60 inches; without them. 57 inches. The truss frame, with a 2-gallon torpedo tank disposed between the truss and the top tubes, is 20 inches in height, the loop of the frame clearing the ground by 4 7-8 inches. Each cylinder of the 5 horsepower, gear driven Thor motor, which is stowed in the loop, is provided with individual exhaust pipes which discharge into one two-chambered Light-Radio muffler.

post, the saddle is thus brought low and over the rear wheel. The whole design, coupled with the long V handle bars, forms a distinctly "racy looking" creation.

The spring fork is new and George W. Sherman, who designed it, and who is guilty of styling it the "Yesitisa" spring fork, is



LIGHT V BAR AND GRIP CONTROL

particularly proud of it. The scheme is that of employing two forks, one to carry the load and provide the required resiliency, and the other to perform the guiding function. The particular novelty of the arrangement consists in the design of the crown and auxiliary fork head, which consists of a manganese casting of special form, rigidly attached to the crown of the main fork, and extending forward a couple of inches or so, where it is shaped into the form of a cylinder with its axis nearly parallel to that of the head of the frame. The auxiliary fork, which is mounted on the axle, is carried by this cylinder, in which the springs are concealed. The main fork, on the other hand, is coupled to the axle at its tip by a pair of links some 3 inches in length and working on hardened bearings.

In order to secure the proper resiliency a combination of supporting and rebound springs are used, as well as a rubber buffer, which is intended to take up the shock when an extreme movement of the fork causes the springs to close far enough to permit the fork end to bottom in the cylinder. The stem of the auxiliary fork, instead of being plain, is tubular and double. The outer portion fits the cylindrical casing of the supporting bracket closely enough to exclude dust and dirt, but served mainly the purpose of a protecting shell. The inner tube is surrounded by a helical spring which extends from the crown to the end of the supporting cylinder. It is made of 3-16-inch square stock is 15-16 inch in diameter and 7 inches long. Some idea of its stiffness may be gained from the statement that a load of 150 pounds, suffices to compress it only 1 inch. Within the inner tube is a second spring, which rests against a shoulder in the tube at its upper end, and is sustained below by a central rod which is carried out through the top of the cylinder and held externally by a nut. The effect of this second spring is to check the rebounding action. The buffer pad is placed at the top of the supporting cylinder and cushions the end of the inner tube when the shock is so great as to overcome the strength of the supporting springs.

The Light grip control, which is another late development, is used in connection with the V handle bar, which latter is made up of two pieces of 15-16-inch tubing, bent into the proper shape and brazed into a single piece drop-forged head, to which also, the stem is secured in a similar way. The tubing is of 14 gauge, and practically straight except at the grips, where each side is bent around to throw the grips more nearly into parallelism. The V-shape permits ample width at the grips without necessitating any sharp bends in the tubing, and also permits the attachment to be made close to the head of the frame, reducing the length of the stem, and making the attachment as rigid as is possible to make it.

The grip control is composed of a rotating sleeve, loosely mounted over the end of the left bar, and terminating in a bevel gear. This meshes with a smaller bevel gear, which is carried on the end of a length of shafting equipped with two knuckle joints and connected to a short

worm which is mounted on the left side of the head. A nut riding on this worm is connected through a small bent lever, also pivoted on the head, to a rod which leads to the motor. Turning the grip rotates the worm and causes the nut to travel backward or forward along it, thus working the lever arm and the rod in such a way as to secure the desired adjustment and to keep it where placed.

The newest and, after a fashion, most radical motor bicycle in evidence was the light weight Reliance which tips the scales at 83 pounds—the Reliance Junior it is styled by its makers. It is a likely looking machine mounting a 2 horsepower motor—2 9-16 by 2 7-8 inches—which is carried in a loop in the 20-inch frame. Its wheel base

the magneto gearing being enclosed in a case forming a part of the motor base. The mudguards of all of the Thors are now fitted with large enameled leather splashers, which is a new feature, but the chief improvement effected since their previous appearance at a show is contained in the grip control, in which Bowden wires have been dispensed with. Instead a flexible tubing or shafting is used.

The flexible tube, being made of steel wire with enough initial tension to prevent it from stretching, is anchored, as shown in sketch, at one end in the handlebar (6), and at the other end on frame (7). The flexible inside wire connects with operating plunger as shown at (5), with one end and the other end is clamped into one end of operating rod. In this manner, the rod can

one to the throttle. The sketch shows the head of a motorcycle frame, and makes plain the details of the grip control: 1 represents the grip; 2, the grip sleeve with its spiral groove; 3, screw to keep grip sleeve in place; 4, handle bar; 5, reciprocating plunger operated by grip sleeve; 6, flexible outer tube; 7, anchor for flexible tube on frame; 8, flexible inside wire; 9, operating rod for throttle or spark advance; 10, sleeve with clamp for connecting flexible wire to operating rod, and which also forms a slide for the flexible tube. The offset of the Thor spring forks permits the grip control mechanism to pass from the grip, through bar, and into fork stem, without being seen. It also allows the mechanism to protrude from the lower part and connect with spark advance and throttle without interferring with the fork.

The Ovington Motor Co.'s F. N. exhibit, which, of course, included Ovington himself and the cut-away electrically-actuated working model of the famous four cylinder machine, also staged what is almost but not quite a new model-an F.' N with a 20-inch frame. The lower model also incorporates a number of minor refinements, among them a larger ball bearing magneto; a carburetter with enlarged spray chamber; larging filling holes in the tanks; improved inlet pipe mechanism and securer clips over priming holes. A stay-there safety catch for the auxiliary air hole and a bettered relief clip for the back pedalling brake also are included in the detail refinements. For the first time, too, the F. N. is exhibited with standard and heavier clincher rims, adapted to fit any American make of clincher tires.

The two Curtisses, a single and a double, which were staged by P. W. Wood, their Worcester agent, disclosed two points of refinement since the New York show: a glass oil gauge, to make plain the depth of lubricant it contains, has been affixed to the base of the motor, and the switch block has been removed from its previous rather inconvenient location and now is secured to the diabonal tube of the frame, thus bringing the switch plug within easy reach.

Five of the famous Indians were in evidence—three singles, one twin, fitted with a magneto, and one tri-car, the latter finished in grey and with the motor fitted with a fan for cooling purposes. The "twin" has been improved to the further extent that the magneto now is driven by enclosed gears, instead of by an exposed chain, as was the case until the present time.

Not to mention the six bicycles, the R-S exhibit was made up of two singles, one double, one tandem, one tricycle, and one van. Since it was first shown, the Bosch magneto has been adopted and as a result, the frame of the two-cylinder model is made without

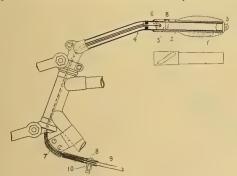


THE LIGHTWEIGHT RELIANCE JUNIOR

is 52 inches and its wheels, 28 inches; the latter have steel rims shod with 2-inch Kokomo tires. Transmission is by 11/4-inch flat mineral tanned belt. A torpedo-shaped tank, suspended to the top bar of frame, has a capacity of one gallon of gasolene and one quart of oil; lubrication is by drip feed. The other and older member of the Reliance family retains its 3 by 3 motor delivering 3 horsepower which also is suspended vertically in a loop of the truss frame, which, however, is one inch lower than last year; it is now 201/2 inches high. The wheel base is 55 inches and the drive a 11/2-inch flat belt. The gasolene capacity is 6 quarts. Drip feed lubrication is retained. A new cushion frame is now, however; a part of the regular equipment and double grip control is employed for the first time; previously only the spark, and not the throttle, was grip-controlled.

With their offset spring forks, V handle bars, and beveled tanks, the gear driven Thor motorcycles have enough of exterior individuality to arrest attention at almost any show and this proved the case in Boston; for the Thor, as a complete machine, is still new to New England. Four models were shown, three singles, one with magneto, and one double, the latter also magneto ignited,

be worked both ways without any disadvantage whatever and absolutely without lost motion or noise. The wire and tube are nearly 30 inches long, with easy curves and, therefore, have ample length to prevent crystalization from operation or steering. The curves throughout are easy, and the flexible tube itself is lined with graphite which to a great extent overcomes friction and is also water proof. On account of the perfect action in both directions, it is not



THOR GRIP CONTROL MECHANISM

necessary to have any spring reaction, nor is it necessary to have two wires, for one control. The same construction is used for both grips, the wires dividing at the lower end, one running to the spark advance and

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NEW YORK, MARCH 14, 1908.

"Am taking every opportunity to 'preach' Bicycling World. I think it's fine and wish it every success."—Harry Hoffman, Chicago.

### Bicycle Clubs at Bicycle Factories.

With the closer approach of spring the suggestion made several weeks ago by the Bicycling World will bear repeating and emphasis, i. e., that it were well that a bicycle club, be attached to each factory engaged in the production of bicycles.

Why this has not been done long ago is hard to determine. As a matter of fact the manufacturers have been preaching of the advantages to be derived from cycling clubs but have failed to put in practice their own theories, though they could do so at slight cost and would, without doubt, derive benefits out of all proportion to the expense of time and money necessary to carry their respective organizations to a high degree of popularity. Such clubs would serve the double purpose of stimulating cycling activity and promoting a feeling of personal interest in the output of their respective factories.

Consistency, in this regard, is a jewel

which should have a setting in the bicycle industry. Why the employees of a bicycle factory should organize a base ball club or a bowling club and take little or no interest in cycling is hard to understand. Probably the chief reason may be found in the fact that no one has taken the initiative. If each factory principal will make it some man's business to lead the movement and organize the club, the rest will be easy. They owe it to themselves and to those to whom they preach cycling activity to do so. In which factory will the first cycling club originate?

### About the Motorcycle Records.

For calm, unadulterated, arrogant assumption, it will be difficult to equal the reasons advanced in England for the failure of American performances to appear in the tables of alleged world's records compiled by Englishmen and published in England. It appears that the secretary of the Autocycle Club, which is the tail of the Royal Automobile Club, has let it be known that "hitherto the Autocycle Club has not officially recognized American records;" and apparently this is reason enough for general acceptance—in England—as it is as cooly added that "therefore the list of records as published is correct."

No attempt is made to explain when or by whom or by what God-given or mangiven right the Autocycle Club was chosen sole judge or repository of the world's records; and if there is any sense of humor in Great Britain, the ridiculousness of any organization's relegating to itself the right to pass on such matters and to accept only such records as its secretary or any other compiler may see fit to select, should be apparent. If there is any fairness in the kingdom, such proceedings should be resented and laughed to scorn as sincerely and as surely and as properly would be done if an American organization, or any other, placed itself in such a position. It smacks of the dishonorable, although France owes the Autocycle Club a debt of everlasting gratitude since its records are permitted graciously to appear in the British tables.

As a matter of fact, the motorcycle records made in America come nearer to being the authorized records than those made in any other country. When the F. A. M. assumed control of the sport it sought to become a member of the since deceased international motorcycle organization, which, however, was so loosely built and joined together, that repeated communications

brought no response. Despite the fact and despite no little internal objection, the F. A. M. adopted the international 110-pound rule-in the formulation of which Great Britain had a hand-and held unswervingly to it; which, as has since been discovered, is more than can be said of the foreign bodies that were responsible for it. Absolutely no recognition was accorded by the F. A. M. to performances made on machines of greater weight and the records of the F. A. M. books will stand the "acid test" or any other test anywhere at any time. And, in addition, there is this to be said of them: they were all made on practical motor bicycles, and though the revised rules eliminate 110-pound the clause the adoption of the 1,000 cubic centimeters (61 cubic inches) limitation assures that the American records of the future will be of the same intrinsic value. The only "freak" record on the American books, is the mile straightaway, which was made on an imported machine of abnormal power and which is wholly worthless for practical usage; and even that performance is set in a class apart.

If the British records, or the records of any other country, ring as true as do those of America, they are beyond question or cavil. America has accepted foreign records as such and expects as courteous and honorable recognition from others.

### Adding Interest to the Run.

An ancient and interesting custom has been revived by the ever active St. Louis Cycling Club, in the establishment of wheelmen's registers at notable points—notable in a cycling sense—within its immediate vicinity.

In the old days, this custom was one of the most popular and revered practices known to the cycling fraternity. The books were placed ordinarily at points either so remote or so difficult of access as to make the list of names upon them, something in the nature of a roll of honor. They were kept in small wayside inns, and out of the way farm houses, in places in which it was something of a credit to reach.

The re-establishment of the practice is at once a manifestation of the renewed interest which is sweeping onward the members of this body, and an indication of the ardor with which they are fostering the proper touring spirit. It is a happy little idea which adds to the interest of a run and enhances the meaning of its destination and is worthy of adoption elsewhere.

### CORRESPONDENCE

"Boiling Over" of the Battery.

Editor of the Bicycling World:

I recently received a new motorcycle and before uncrating it I noticed that the paper envelope in which it was placed had about three square feet of its surface near the top and on one side, saturated with what appeared to be fluid that had escaped from the battery. The frame and crate also showed signs of having conducted considerable of the liquid away from the common source. I was unable to start the machine, and a test through make and break, showed absence of spark. An ammeter test of the cells proved they were dead. The cells, at their tops especially, were completedly saturated with acid that had leaked out around the zinc containing vessel and a small pressure applied at this point would cause drops of the liquid to fall.

The cells were of the Columbia Ignitor brand and unknown to me and I hastily formed the opinion that the machine had been turned upside down in transportation and that the liquid had run out of the cells and short-circuited the batteries. I am not too well satisfied with the above theory and now think that a short circuit probably forced the acid out, assisted somewhat, possibly, by the inverted position of the battery. If the batteries had not been inverted and a short circuit had occurred, would it be likely to eject such a large quantity of the acid and would this action be common to all makes of similar cells? I have had other cells get short-circuited and run out in a few hours, but have never noticed the above phenomenon.

I thank you in advance for information tending to clear this mystery.

E. M. ESTABROOK, Bangor, Maine.

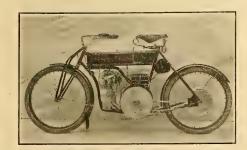
[The battery simply had "boiled over." There scarcely is sufficient moisture in a dry cell for it to leak out, even if the cell is placed upside down. While not now so common as once was the case, "boiling over" is by no means rare. Cells that never have been used or connected up have been known to "boil" while standing on the shelf. When connected up, an abnormal consumption of current may become so great that the internal resistance created will crack the cell at its weakest point, the top, and "leakage" result. But usually the "boiling" is caused by an internal short-circuit due to the use of too strong a solution or to a break in the moistened blotting paper which forms the lining of the zinc container. The blotting paper first is placed inside the zinc receptacle, which then is filled with the sulphuric solution; after the blotting paper is saturated, the solution is poured out and the dry ingredients and the carbon pole inserted. The ingredients are then packed hard, and occasionally in doing so, the blotting paper is ruptured and as chemical action is thus set up by contact with the zinc case,

the internal short-circuit is caused and "boiling" results. If a cell is kept in a hot place the temperature also contributes to such effects.1

### One More Shaft Drive Unearthed.

Editor of the Bicycling World:

In one of your recent editions I saw an illustrated letter in your correspondence columns regarding a shaft drive motor tri-



cycle with engine setting crosswise in frame.

As to who is the originator of that type of machine, I wish to state that I designed and built a shaft drive motorcycle with friction transmission while employed by a firm then known as the Gearless Motorcycle Co. of Rochester, and found it to be a successful running machine for the purpose for which it was built-for drawing a side car for delivery purposes. I rode the machine both with and without the side car all during the latter part of the season of 1906about three months. The speed ranged from nothing to 25 miles per hour, with about 7 to 1 gear on high, with 21/2 horsepower motor with mechanical valves.



The accompanying photographs will give some idea of the design of the machine.

Thanking you for the good things I get from your paper, I beg to remain,

C. W. MILLER, Rochester, N. Y.

### About Horns, Brakes and Other Things.

Editor of the Bicycling World:

In your issue of February 29th, on page 732, Mr. B. A. Swenson expresses the feelings of an army of motorcyclists about horn clamps. I have never been able to find one that fits the bars except some toy affairs. It is about time for some manufacturers to get wise to the needs of the motorcyclists if they ever intend to take the motorcycle seriously. Lamp brackets are another proposition for them. Who knows of a really good one?

### COMING EVENTS

March 21, New York City-Tiger Wheelmen's annual championship home-trainer

March 28, New York City-Century Road Club of America's annual dinner at Terrace Garden.

May 10, Valley Stream, N. Y .- Long Island Division Century Road Club Association's 10 miles handicap road race; open.

June 28, Valley Stream, N. Y .- New York State Division Century Road Club of America's 50 miles handicap road race; open.

September 20, Valley Stream, N. Y .-New York State Division Century Road Club of America's 100 miles record run; open.

The 1908 Standard pedal is on the market without a toe-clip, but the makers promise to furnish them soon. About every rider knows what he is up against on a rough road without toe clips. In this connection I want to suggest a double foot-rest-a simple device similar to that used on bicycle front forks would afford great relief on long trips. A good band brake close by (in addition to the regular coaster brake) would not be despised either. So many of the coaster brakes get so they will not hold in a very short time and the trouble cannot be corrected with new shoes, springs and "dogs." Can any one suggest a cure without a new hub?

Now and then we hear and read of the "free engine." I hope the dream will soon come true and come chainless and beltless: —not even a "push chain." Next will come a demand for four speeds and reverse, but we can do without that for awhile. Let the rest mentioned come now.

Last, but by no means least, we need good roads, and it is up to each individual to do his part to furnish them. It can be done in no other way than by bringing personal effort to bear on the men in charge to get busy. If we can get about 95 per cent. of our convicts busy, not merely making, but maintaining good roads instead of producing goods to be placed on the market in competition with legitimate manufacturers, we will have made a long stride in the right direction. Let's all try.

E. M. HUGHES, Ashland, Ky.

### What Causes the Speed to Change.

Editor of the Bicycling World:

I ride an Indian motorcycle, 21/4 horsepower, which has given me more speed than any 3 horsepower machine I have raced against. In consequence, I have had quite a number of questions asked me concerning my motor.

One I want to put to you is, what makes

(Continued on Page 860)

### CHARGES FOLLOW ROLLER RACERS

Serious Accusations Against Two Competitors—Ivy Wins Championship and Tigers Capture Team Event.

It is probable that it is too much to expect two weeks of "racing standing still" to pass with no more friction than is generated by the rollers. At any rate, this proved the case with the home trainer tournament which constituted one of the features of the Sportsman's Show in Madison Square Garden, New York, which ended on Saturday night last, 7th inst. As a result of the friction, charges have been lodged with the N. C. A. against W. F. Ivy, the big, husky mulatto, who played a large part in the sport; and against Otto Brandes, one of Ivy's several white rivals.

The complaint against Ivy is that of "throwing a race" in one of the heats of the three-mile team championship. He rode like a quarter-horse for one mile and then, suddenly, reduced his pace to a walk. He lost all of the big lead he had gained and although later he again picked up speed it was too late to serve any purpose. One of his friends explained that there was no individual prizes in the team race and that, therefore the big negro was saving himself for a subsequent event. The unusual part of the affair is that before the racing on the night in question was concluded it was discovered that one of the rollers was out of order, and so slow that the man who used it was at tremendous disadvantage. Accordingly, all of the events ridden that night were declared "no races."

The charges against Brandes are as serious. It appears that on Wednesday of last week, when Ivy went to his quarters to get his bicycle he discovered that four nails had been driven into the tires, and that the sprocket had been hammered badly out of true. Later one of the Garden attendants claimed that he recognized Brandes as a man who had done the damage. Chairman Kelsey, of the N. C. A., has been asked to sift the matter.

The races themselves dragged sadly towards the end. The one-mile championship, which took all of the two weeks to decide, was finally won by Ivy in 1.15%. The Inter-Club team championship, which required a similar length of time to determine, was gathered in by the Tiger Wheelmen with a score of 33 points.

The summary of the events of the closing days is as follows:

Half mile professional match race between Carl Vanoni and F. J. Galvin—First heat won by Vanoni. Time, 37. Second heat won by Galvin. Time, 34½. Final heat won by Galvin. Time, 34½.

Three mile amateur match race between Chas. Schlosser, Brower Wheelmen, and J. B. Hawkins, C. R. C. A.—Won by Hawkins. Time, 4:34%.

One mile professional trials—Marcel Dupuis, 1:17½; William Canfield, 1:27½; Alfred Judge, 1:20¾. Second trial by Pupuis, 1:16½.

Half mile exhibition, professional—Wm. Canfield. Time, 381/6.

One mile exhibition, professional—Marcel Dupuis. Time, 1:15\%.

One mile exhibition, professional. Al. Judge. Time, 1:213/5.

One mile exhibition, amateur—Chas. Milkowait. Time, 1:26.

Three mile exhibition, amateur—J. B. Hawkins. Time, 4.32.

Two mile amateur match between W. F. Ivy and Otto Brandes—First heat won by Ivy. Time, 2:50. Second heat won by Ivy. Time, 2:46%.

One mile amateur championship—Final heat won by W. F. Ivy. Time, 1:15%.

Three miles Inter-club team championship
—Tiger Wheelmen, 33 points; Edgecombe
Wheelmen, 27 points; Brower Wheelmen,
26 points; Inter-State Wheelmen, 26 points.

### Germans are now at Loggerheads.

France having succeeded in settling its internal differences which threatened to prevent its representatives from competing in the Olympic games, the sport governing bodies of Germany now will have to do likewise or be without cycling representation. The British Olympic Council has decided that entries for the games must come through associations affiliated with the Union Cyclists Internationale of which the German Tracks Association is a member.

This decision means that entries of members of the German Cycling Federation, which has not been admitted to membership in the Union, can be sent only through the Tracks' Association from which organization the Federation severed its connection some time ago. The result of this is that the amateur interests are in an unfortunate position, and the sport committee of the Federation is now considering the question of sending members to the Olympic games, which can only be done through the Tracks Association with whom they are at loggerheads.

### Commemorating the First Club Run.

To-day, March 14th, is the anniversary of the first bicycle club run held in America. As a matter of strictest truth, the run occurred on March 9, 1878, but according to rule No. 7 of the Boston Bicycle Club, the event is celebrated each year on the second Saturday in March. That good old club will commemorate the occasion by a run to-day, which starts from the scene of the original outing, opposite Trinity Church in Boston. It will be under the leadership of Captain Walter G. Kendall.

### Possibility of a New York Parade.

There is a bare possibility that New York City may witness a bicycle parade this Spring. The St. George Wheelmen of New York have such a project in contemplation. It is to be discussed at a meeting to-night.

### TO BRING MEET TO NEW YORK

Wehman Issues Unofficial Call for F. A. M.

Meeting at Which Action Will be

Taken—Toledo not Heard from.

The movement to have the next annual meet of the Federation of American Motorcyclists held in New York City, will take definite shape on Monday, March 23d.

H. J. Wehman—in his private capacity as an humble member of the organization and not as its national secretary—has issued a call for a meeting of F. A. M. members on that date, when the subject will be discussed and action undoubtedly will be taken. The meeting will be held in Parlor A, Grand Union Hotel, New York, at 8 o'clock.

The plan in contemplation is to form and incorporate a club to be styled the F. A. M. 1908 Meet Club, which will exist solely to apply for the meet and to conduct it, if its application is viewed favorably by the F. A. M. executive committee, of which there is practically no doubt.

In his call for the meeting, Wehman states that the object is to hold the biggest, merriest and most memorable gathering of motorcyclists that ever has occurred, and the interest already being displayed argues well for that result.

Toledo, Ohio, which newspaper reports said would also bid for the meet, has not been heard from in any other way.

### Motorcyclists Try the Brooklands Track.

Motorcyclists finally have been given an opportunity to try the famous Brooklands motor track, near London. The first race between riders of the little machines occurred on February 25th, when W. G. Mc-Minnies on a 31/2 single Triumph, easily defeated O. L. Bickford on a 51/2 twin Vindec. The distance was one lap of the track -211-16 miles-but for some reason the officials refused to announce the time, which privately was clocked at 3 minutes 6 seconds. The possibilities of the immense and scientifically banked track for motorcycle speed are shown by the latest batch of records set up by automobilists. On February 19th, one Newton, driving a 60 horsepower car, set out to break the two hour record. Fifty miles were covered in 35:07 36-100, an average of 85.4 miles per hour, and the time for 100 miles was 1:10:20 31-100, averaging 85.3 miles. In the hour 85 miles 555 yards were covered. Newton's time for 150 miles was 1:46:06 17-100, and in two hours he had covered 169 miles 615.6 yards, a performance that almost staggers belief.

### Walthour to Go to Germany, After All.

Despite reports that he would not again ride in Germany wwhile the monster pacing machines are in use, Robert Walthour has signed to compete at both Cologne and Steglitz.

### MOTORCYCLES AT BOSTON SHOW.

(Continued from Page 843)

the small extra loop made to accommodate the instrument previously used.

The Crouch has undergone no marked change. It remains a strong, solid looking mount—"a motorcycle devoid of fads," is the way its maker described it. The bore of its motor have been increased two-thirty-seconds, its dimensions are 3 3-32 by 3 3-32 inches, generating 3 horsepower; the compression also has been raised. This increase of power, a new belt tightener, regulated from the seat, and the placing of the coil in the battery box constitute the only changes that have been made. The engine,

Pa.—Five Light motor bicycles; 4 singles; 1 twin.

Aurora Automatic Machinery Co., Aurora, Ill.—Four Thor motor bicycles; 3 single-cylinders; 1 twin.

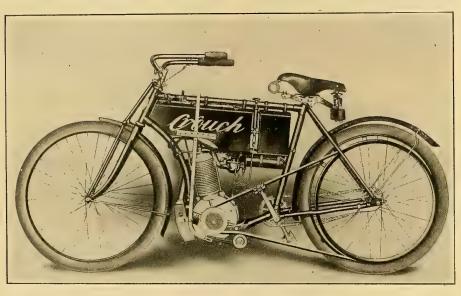
Reading Standard Co., Inc., Reading, Pa. —Six R-S motorcycles; 2 single-cylinder bicycles; 1 two-cylinder bicycle; 1 single-cylinder tandem; 1 single-cylinder tricycle; 1 single-cylinder van.

Merkel Motor Co., Milwaukee, Wis.— Three single-cylinder motor bicycles.

Ovington Motor Co., New York—Two F. N. four-cylinder motor bicycles.

Crouch Motor Co., Stoneham, Mass.— Three single-cylinder Crouch motor bicycles.

P. W. Wood, Jr., Worcester, Mass.-Two



CROUCH 3 HORSEPOWER MOTOR BICYCLE

inclined slightly off the vertical, is stowed in the loop of the frame. The throttle is grip-controlled, the speed by a lever on the frame while the spark is governed by the detachable grip switch. The wheel base is 53 inches. The square tank has a gasolene capacity of 100 miles. Lubrication is by force feed pump operated from the saddle. Transmission is by 1½-inch flat belt. Option is afforded of either Crouch or Schebler carburetter. The original square box muffler, with the kick-lever cut-out constituting a tube to be kicked sidewise with the foot, is retained.

None of the other motorcycles displayed have undergone even minor alteration but the Merkel exhibit possessed a feature all its own and one that the Merkel people did not relish. It was delayed en route, and for two days only a desk, a chair and Ed Buffum occupied the space. But Buffum had his eyes open and his handclasp ready all the while.

The summary of exhibits is as follows: Hendee Mfg. Co., Springfield, Mass.— Four Indian motorcycles; 3 single-cylinder bicycles; 1 twin-cylinder bicycle; 1 tri-car.

Light Mfg. & Foundry Co., Pottstown,

Curtiss motor bicycles; 1 single-cylinder; 1 two-cylinder.

S. M. Supplies Co., Moston, Mass.—Two Excelsior single-cylinder motor bicycles.

Reliance Motorcycle Co., Owego, N. Y.— Two single-cylinder Reliance motor bicycles.

American Motor Cò., Brockton, Mass.— Six single-cylinder Marsh motor bicycles.

The show was well attended and as it was favored by good weather, which included the first breath of spring, every one was in good spirits and practically all the exhibitors agreed that they want no more to do with the so-called "early shows"those held in November and December. They want them nearer to the opening of the actual riding season, as was this Boston show, which George M. Hendee himself stated was the most satisfactory show at which Indians ever had been exhibited. E. L. Ovington established a Boston agency for the F. N., and also booked several cash sales. George W. Sherman, the man with the Light, said that after many years Boston was at last awakening to the merits of motorcycles. W. F. Remppis, of the R-S. did not attempt to conceal his pleasure and was as tickled as could be at the interest shown in his display of bicycles. Messrs. Hurley, Levedahl and Rheutan, all of whom came from Aurora to attend the show, expressed themselves as well satisfied with the outlook, and C. H. Putnam, of the S. M. Supplies Co., Boston, who had just taken on the Excelsior, was so agreeably disappointed that he means to devote himself entirely to the motorcycle interests of his company. Edward Buffum, with his Merkels, who lived in Boston and traveled New England for so many years that he knows it like a book, made some excellent connections and also expressed himself as being well pleased.

### Spark Plug of Threefold Utility.

While the Breech Block Plug, manufactured by the Standard Co., of Torrington, Conn., was originally designed for automobiles, it now has been made available for motorcyclists and because of its nature it must claim their notice. It serves a threefold purpose: It fires the charge; furnishes a convenient means for injecting a priming charge of gasolene or kerosene into the cylinder, and also permits the compression to be released when desired. Instead of the threaded bushing which is usual in spark plugs, the Breech Block employs one on which the threads are cut away for a short distance on opposite sides, and this unthreaded surface occurs also in the shell or base. The core is secured in the bushing.

Having put the base in the cylinder, no further attention need be given to that part. Holding the core and gasket so that the threaded part of the latter is directly over the unthreaded portion of the base it can be pushed down to almost the required position; then by exerting a slight force on the lever, which is a part of the bushing, it will be turned about one-sixth of a circle and lock the bushing in position with a force of 2,000 pounds. As the process of removing the core is the reverse of this and just as simple it furnishes a ready means of relieving the compression when desired.

### Causes and Effects of Overheating.

Running with too rich a mixture, too late a spark or too much throttle opening all tend to cause the same difficulty—overheating. The result in either case, must be a slow explosion, which results in a high cylinder temperature throughout the whole of the working stroke, instead of only during the first part of it, and a high exhaust temperature and pressure. The result is that the lubricant is burned from the cylinder walls before it has time to perform its proper function; that the surface of the exhaust valve becomes pitted; and that the engine tends to overheat.

### Oiler that Renders Contents Visible.

F. A. Baker & Co., New York, have added a celluloid oil can to their line of imported specialties. It is of vest-pocket size and being semi-transparent, the exact quantity of oil or kerosene it contains, is therefore visible.

### **CHAMPION OVERESTIMATES SELF**

Defeat by MacLean Marks His Return to the Track—Other Real Races on the Boston Saucer.

Had the track been larger there is no doubt but that Hugh MacLean, champion pace follower of America, would have beaten Albert Champion, once champion of France, so badly that the little Frenchman would henceforth be content to remain in his automobile supply store instead of returning to the track periodically. The race occurred at the Park Square track in Boston Saturday night, 7th inst. The champion beat Champion by 11/2 laps and would have increased this distance considerably if the track had not been so narrow that Mac-Lean was obliged to take great chances every time he attempted to pass the Frenchman.

Champion received an ovation when he appeared on the track for the first heat. He was paced by Turville while Ruden manned the motor for MacLean. A flying start ruled and MacLean got the gun on the tape while Champion was on the backstretch. MacLean gained slightly for the first few laps, but Champion showed good form and at the mile they were on even terms. The Chelsea man's motor then began to miss fire and after riding two or three laps slowly he sat up. Champion finished alone in 8:20.

In the second heat the positions were unchanged, MacLean starting from the tape. Before a mile was passed Champion's rear tire punctured and he was thrown, but escaped injury. On account of the accident it was decided to make the final heat eight miles and MacLean went after Champion from the crack of the gun and at the end of the first mile had gained about a quarter of a lap. On the second mile MacLean got alongside and with the crowd yelling attempted to pass, but the track was too narrow and Champion was able to hold him off. In the fourth mile MacLean again tried to pass the little Frenchman and when he went to the front after a two mile fight the cheering was prolonged. From that point to the end MacLean gained steadily. The time was 14:08.

The five mile amateur open, with special prizes to the leader at the end of every mile, produced exciting sport. These were won by C. Connolly, T. Connolly, Droback and Panacy. Droback led at the gun for the last mile, but at four laps to go relinquished the position to George Cameron, of New York City. On the next lap Hill got alongside but Cameron swerved and the New Englander was forced to drop back. Hill finished second, but received first prize when Cameron was penalized. Tom Connolly was a good third.

The final of the mile handicap resulted in two disqualifications. John Bedell was

on the honor mark, while Holbrook started from the long mark. Bedell caught the field at two laps, and tried to go up, but Logan stood him off. At the bell lap John and Menus Bedell started for the front, while Bardgett tried to duck through on the pole. In doing so he rubbed against Bedell's wheel and it was claimed he interfered with the rider behind him. Anyway he was disqualified as was Menus Bedell, who finished second to his brother John. Second money was given to Logan, and third to E. F. Root.

There was a succession of sprints in the ten mile open for professionals. The half mile prizes kept Halligan, Anderson, Wiley and Connolly on the jump, and several times Anderson tried to exhibit a Danish sneak. Wiley led at the beginning of the last mile with Anderson second, Logan third and then the Bedells. Wiley set the pace for three laps when John Bedell jumped and carried his brother with him. The pair finished in this order easily, with Krebs third, a length back.

Following is the summary:

Five mile open amateur—Won by Fred Hill, Watertown; second, George Cameron, New York City; third, Tom Connolly, Boston. Time, 18:10%.

One mile handicap, professional—First heat won by John Bedell, Lynbrook (scratch); second, E. F. Root, Melrose (30); third, George Wiley, Syracuse (80); fourth, A. W. Holbrook, Boston (90). Time, 2:07\%. Second heat won by Pat Logan, Boston (55); second, Walter A. Bardgett, Buffalo, (25); third, Menus Bedell, Lynbrook (20); fourth, N. M. Anderson, Denmark (55). Time, 2:02. Final heat won by John Bedell; second, Pat Logan; third, E. F. Root; fourth N. M. Anderson. Time, 2:03\%.

Ten mile open, professional—Won by John Bedell, Lynbrook; second, Menus Bedell, Lynbrook; third, Floyd Krebs, Newark; fourth, N. M. Anderson, Denmark. Time, 24:05½. Mile prizes—Halligan 6, Connolly 3, Anderson 2, Wiley 2, John Bedell 1.

Motor paced match between Hugh Mac-Lean, Chelsea, and Albert Champion, Boston—First heat won by Champion. Second heat won by MacLean. Final heat (eight miles) won by McLean. Time, 14.08:

### Sanctions Granted for Three Road Races.

Although the road racing season is not at hand clubs are obtaining sanctions for races to be held next summer. Three sanctions already have been secured, the following having been announced by R. F. Kelsey, chairman Board of Control, National Cycling Association: May 10, 10 miles handicap, Long Island Division Century Road Club Association, at Valley Stream, N. Y., rain date, May 17; June 28, 50 miles handicap, New York State Division Century Road Club of America, at Valley Stream, L. I., rain date, July 12; September 20, 100 miles record run, New York State Division Century Road Club of America, at Valley Stream, or Brooklyn, rain date, October 4.

### UP STEEP GRADE AT 63 MILE CLIP

Derkum, Despite Bleeding Hand, Makes Another Sensational Fight at Altadena—
Collins also Speedy and Plucky.

When "P. D. Q." Derkum, as he has been not inaptly dubbed, flew around the mile flat dirt track at Agricultural Park, Los Angeles, five times in less than that number of minutes on February 22d, breaking the world's motorcycle record for the distance, it was thought that he would rest on his laurels for a while at least.

Such proved not the case, however,. Derkum—his real name is Paul J. Q.—made another meteoric flight on Saturday, 29th ult. The occasion was the annual hill climb of the Automobile Dealers' Association of Southern California held on the upgrade between the gardens of Passadena and the poppy fields of Altadena. The hill measures exactly 1.35 miles and rises from 3 to 14 per cent., besides containing three turns. Derkum flew up it, after an accident in which one-half of his handle bar was shorn off, making the ascent at the rate of over 60 miles an hour.

No event for motorcycles had been programmed, but as only one car showed up for the first event, it was scratched and Derkum and W. G. Collins, both of whom showed up at the course with twin cylinder Indians, were put on instead. The flights of Collins and Derkum are described as the most sensational features in the events of the day.

Collins got the word first and was away like a shot, Derkum getting the signal 15 seconds after Collins's departure. At the first turn Collins was obliged to make a wide detour and in doing so he grazed an automobile, his fingers getting a hard knock while half of the handle bars was wrenched off. This did not cause him to hesitate a second and recovering his equilibrium he was off up the grade with only one half of the bar to guide with. A few seconds later a similar mishap befel Derkum. He also skidded on the turn and hit the fender of an automobile. According to Los Angeles advices, one-half of the handle bar of his machine was torn off and his fingers were badly lacerated, but like Collins he held his seat and continued to the finish with blood dripping freely from his wounded fingers all the wav.

The finish bore somewhat the resemblance of a race, something unusual in hill climbs, as Collins, who had 15 seconds start on Derkum beat the latter to the finish by 3 seconds. Derkum's time for the climb was 1:17, while Collins finished in 1:35. Derkum's flight is really remarkable for he averaged over 63 miles an hour over an upgrade grade course 1½ miles in length. Both Collins and Derkum beat the time made by the fastest automobile, a 75 horsepower Jack Rabbit, which made the ascent in 1:36¼.

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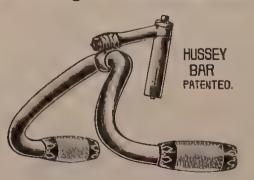
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### ST. LOUIS PLANS MORE ACTIVITY

Cycling Club Reluctantly Releases Butler from the Presidency—But Tidd Will Emulate His Good Work.

St. Louis, March 6—While there was a feeling of deep regret when Prof. Wm. M. Butler retiring president of the St. Louis Cycling Club announced that it was absolutely impossible for him to find the time to serve the club for another year, there was, nevertheless, a high pitch of enthusiasm at the annual meeting of the club tonight. Indeed, enthusiasm ran so high that a visitor who was present, and who had never even sat upon a bicycle, not only decided he would be a cyclist, but then and there made application for membership and purchased a high grade machine.

That the good work of Prof. Butler is to continue, and that the prestige of the sport in St. Louis would be maintained was established when R. M. B. Tidd consented to accept the presidency.

R. M. B. Tidd is president of a large printing establishment, and an alderman. He is one of the old timers who has consistently cycled from the day of the ordinary, being at one time a racing man and a cycle dealer. That he has retained all of his old time enthusiasm is proven by the fact that last winter he was planning a bicycle tour from St. Louis to Denver, for this summer, over a route that he traversed ten years ago.

The other officers elected were: Vicepresident, Tilden N. Davis; secretary-treasurer, Chas. Lee Barr; captain, Aug. J. Schmidt. The last two officers were reelected and all of the votes were unanimous. Schmidt, who has been in the harness one year, talked long and hard trying to convince the club on the advisability of rotation in office and was advised that such arguments would be considered in ten years from now, perhaps.

The reports of the officers showed the club to be in excellent condition, and that the outlook for the ensuing year was encouraging to a high degree. A report submitted by the highway improvement committee proved that considerable can be gained by reporting defective highways to the proper authorities, and it was decided that the club continue the work of agitating the "good roads" cause.

The press agent submitted a very voluminous report. It was printed and in book form. He particularly emphasized that a hundred times the effort on his part would not have accomplished a hundredth part of the result, if it would not have been for the existence of a good, live club. He was of the opinion that this report would be a good one for some members in the cycle trade to look over.

Notwithstanding that the average attendance on club runs and tours had

been over fifty per cent. of the membership, it was decided to add a stimulant in the form of a prize to the member who, by the end of the season, will have attended the most runs.

The Pike county tour will be held in May, and long, two-day cross country tours on Decoration Day, July 4th, and Labor Day. A road race may also be promoted about the beginning of June.

### Military Cyclists in Two Meets.

Clarence Carman and Owen J. Devine, representing the Thirteenth Regiment, won the five miles inter-team pursuit race, which formed the feature of the 32d annual indoor games at the Twenty-third Regiment armory in Brooklyn, last Saturday night, 7th inst. Although Devine rode well, Carman, practically a new rider, is entitled to more praise, for he did most of the riding for the team and overhauled practically every man in the race. The other teams were Fred T. Warner and H. R. Brown, Jr., representing the Twenty-third Regiment and William Vanden Dries and F. Elliot Adams for the Twenty-second Regiment. These two teams finished in the order named. The time of the winning team was 13:153/5, which is remarkably fast for an eight lap flat floor track. At the request of the regimental officials, Warner, who is under suspension by the N. C. A., received a special permit to ride in this closed event.

Two other races, one and two mile handicaps, were interesting. The mile race was won by Brown from scratch, with Springsteen, from 95 yards, second. A. J. Simmonds (85 yards) finished third. Time, 2:3245. Brown also captured the two-mile handicap from the honor mark with Springsteen in second position at the finish; he started from 180 yards. C. L. Cook, from 125 yards, was third. Time, 5:15. Both these races were closed to members of the Twenty-third regiment.

After competing in the inter-team race most of the crack riders took the train for New York and went to the Seventy-first Regiment armory where another set of games was in progress with a two-mile open handicap as the drawing card. Devine won a valuable solid gold watch by getting first from William Vanden Dries in an exciting finish. Devine had 75 yards, while Vanden Dries started from the honor mark. Adams was third from 100 yards. Time, 5:02½.

### Army of Cyclists to be Organized.

Nearly 5,500 cyclists are included in the British Territorial Army which will come into existence on April 1. They will be divided into 10 battalions, each consisting of 20 officers and 528 men, and will be employed as scouts and in a sense as mounted infantry. They will be made up of detachments of volunteer cyclists. Some idea of the scope of the movement of which it is a part may be gained from the statement that the total force will amount to 312,000 troops.

### SIX DAYS RACE FOR AMATEURS

Plan for Holding One at Atlantic City at Easter—The Scheme Regarded with Much Favor.

Will Atlantic City, N. J., have a six day amateur bicycle race this spring?

This is the question that several crack New York amateurs have asked this week when it was rumored that such an event was on tapis; and it is a fact that plans for holding such a race have been under consideration for some time, but as yet no definite conclusion has been reached.

When the scheme was first suggested it was planned to hold the race during Easter week as the crowd is always large at that seashore resort at that time, but as no announcement of the race was made, it was supposed that the plan had not materialized. Several New York amateurs this week stated that the race will take place, and that they intend to ride in it.

It is planned to hold the race on the flat floor of the big Million Dollar Steel pier, just off the board walk, that is if it does materialize, and banked turns will be erected at each end, such as were built at the Pavilion rink at San Francisco, so the riders will be enabled to take the corners at fast speed.

If the original idea is worked out about eight teams will take part—three from New York, two from Philadelphia, and the remainder from Atlantic City. The race will only last three or four hours each day, so that it will not be any great strain on the riders. As the promoters cannot pay the riders cash prizes it is planned to pay the railroad fares of the visiting teams and to board them free of charge while in Atlantic City. The prizes would be plate, valued as follows: First, \$150; second, \$100; third, \$50, and fourth, \$25.

Whether the race will take place or not is not yet apparent. When seen yesterday Chairman Kelsey of the National Cycling Association's Board of Control stated that while he had heard some talk of an amateur six day race in Atlantic City during Easter week, official application for a sanction had not yet been made. When asked if he would grant a sanction, Mr. Kelsey said:

"Yes, if I am assured that the race will be conducted on a strictly amateur basis and that the promoters are responsible persons."

No doubt such a race would pay. With banked turns the big dance hall floor of the steel pier auditorium would afford a large track, on which the danger of slipping would be reduced to a minimum. Easter week is a notable one for Atlantic City and hundreds of thousands are attracted to the resort. As there is practically no amusement on the boardwalk at that time of the year, a six day race on the steel pier would doubtless attract thousands of curiosity seekers.

### PARIS TAKES TO HOME TRAINERS

Nightly Meets Held, with Exciting Contests—"F. Kraemer of America" One of the Riders.

Home trainer racing has "taken hold" of Paris. During the last three weeks nightly meets have been held in the Apollo theatre, and they have been highly exciting. The trainers are somewhat different from those in use in this country although it is evident that they are either American-made, American-owned, or possibly both, as two crossed American flags are conspicuously painted on the dial.

So far as is known all the home trainers in use in this country are either single or double, but the set on the Parisian stage are triple, so that three men can ride at a time, which makes a more interesting contest. The three sets of rollers are set in diverging lines from the dial, which is large enough to be seen plainly from all parts of the hall. The figures on the dial give the distances in meters instead of in yards.

The meet has brought out the fact that American Champion Frank L. Kramer has a double in Paris. A rider who styles himself 'F. Kraemer, of America" has taken part in the races, and has made good. Just who F. Kraemer is, is not known, but even the difference in spelling the surname has had no appreciable effect on the attendance, a large percentage of the Parisians imagining that this "F. Kraemer" is Champion Kramer of America. When last heard of a week or so ago the East Orange flier was living comfortably in his Jersey home. America's champion sprinter does not go in for home trainer races, anyway.

Whoever he may be, this "F. Kraemer, of America," is no "dub" rider. On February 22d he met Tommy Hall of England in a match on the rollers, and it resulted in a dead heat. The distance was 3,000 metres (119-22 miles). On the same night Jacquelin, Stoffel and Comes had a race. Jacquelin won by 50 yards from Stoffel, with Comes five yards behind at the finish.

The following night Thomas and Bournac, of France, were pitted against Hedspeth, the American negro. Thomas won by a half length, with Hedspeth second. Schwab of America, Brad of Austria and Hall of England, were the contenders in the next race, and the American won by a helf lap. Brad was second. Doerflinger, of Switzerland was defeated in the next race by Comes and Cochery, in the order in which they are named.

Three races were held on the 24th, the first being won by Hedspeth, with Thomas second and Niederau third. Schwab beat Kraemer by a narrow margin in the second; Brad was a close third. Jacquelin won from Tommy Hall by ten yards in the third race, with Bonnet, of France, some distance

behind. Schwab and Doerflinger and Comes were the only well known riders who took part in the meet on the 25th. They rode in the second heat and finished in this order. Comes got the decision over Kraemer in the third heat.

Tommy Hall won the second heat of the series held on the 27th, while Jacquelin was victorious in the third heat. A match between Walthour and Jacquelin was the principal event on the following night, and although the American rode well Jacquelin proved his master on the rollers. The time for the last 200 meters, 73/5 seconds, was announced as a record. The American and the Frenchman had another match on the 29th which resulted the same as the one on the night before. In the final series of the home trainer championship, held on March 1st, Doerflinger disposed of Hall in the first heat and Schwab beat Kraemer in the second. The last heat of the series went to Iacquelin

The series was decided by points and Jacquelin was acclaimed the winner with 24 points and Comes was second with 20 points. The other leaders were: 3, Schwab, 18 points; 4, Kraemer, 17 points; 5, Doerflinger, 16 points; 6, Hall, 15 points.

### Birmingham Talks of a Club House.

At the annual meeting of the Birmingham (Ala.) Motorcycle Club, held last week, the following officers were elected to serve during the year 1908: Robert Stubbs, president; Ely Cooper, vice-president; Ernest House, secretary and treasurer; John Smith, captain; Messrs. Cooper, Brevard and Meagher, directors. The erection of a club house during the coming summer for the use of the organization, was one of the subjects discussed.

### Butler County Club Election.

The Butler County Cycle Club, of Hamilton, Ohio, at its recent annual meeting, elected the following officers: President,, Charles Jorzick; vice-president, John Willenbring; corresponding secretary, Henry Homan; financial secretary, Hermann Miller; treasurer, Robert Loge; captain, John Malloy; standing committee, Charles Brocks, John Demarest, Ralph Rife, and Solomon Mintz.

### Protecting the Coney Island Path.

It will be news to most New Yorkers that some interest is still being taken by the authorities in the care of the famous Coney Island cycle path. Last week a mounted policeman actually arrested an automobilist for driving his car on it and a magistrate sustained the officer by imposing a fine of \$3.

### Lockport Wheelmen Elect Trustees.

At the annual meeting of the Lockport Wheelmen, held last week, Prof. Alexis C. Muller, A. A. Price and Reuben Hyatt were elected members to the board of trustees for three years. The board consists of nine members.

### **GOOD RACING ON FOREIGN TRACKS**

Parent Develops in Pace Following—Contenet Makes New Record—Schwab and Collins Win Races.

Parent seems to have developed into a pace follower who may give such recognized cracks as Walthour, Darragon and Guignard some uneasiness during the coming season. At the Velodrome d'Hiver, Paris, on Sunday, 24th ult., Parent met Walthour and Guignard in an hour race behind big motorcycles. The little Frenchman had Andre for pacemaker. Andre is the man who made Darragon what he is, and who only recently parted company with the world's champion on account of a disagreement between them. Gus Lawson paced Walthour and Hoffman handled the machine for Guignard.

The race was highly exciting from the crack of the gun. Walthour took the lead at the start and Parent gave battle, leading at ten kilometers by less than five yards. The position was unchanged at 20 kilometers, but just after that Parent began an attack on Guignard, with such good result that the world's hour record holder was soon lapped. At 40 kilometers Walthour lost a lap in a terrific sprint. Parent continued in almost record time and at the finish was six and one-half laps in front of Walthour, with Guignard a quarter lap further behind.

In winning the fourth series of the paced championship of the Velodrome d'Hiver at Paris on March 1st, in which he defeated Guignard and Walthour in this order, Contenet broke the world's record for one half hour. In that time he covered 78.986 kilometers, the old record being 78.906. Guignard was five laps behind at the finish, and Walthour 19 laps. In his 25 kilometers match against Jacquelin, paced by human tandems, Darragon had an easy victory. Oscar Schwab, formerly of America, surprised every one by beating Thuau by a half length in the final of the lap race.

Schwab evidently is going fast, for two days later at the Mardi Gras meet on the velodrome d'Hiver the American won the 1,000 meters professional championship of the Joyeuse Pedale Parisienne. Darragon finished second by a half length and Ludovic was third. The Municipal Consul Cup was captured by Dupre after a hard battle in the final heat with Comes and Schwab, who finished in the order named. In a 20 kilometers motor paced race Elmer J. Collins finished first by 1½ laps in front of Seres. Tommy Hall was third. Contenet beat Jacquelin in a paced match race at the same meet.

The California Associated Cyclists of San Francisco propose holding a bicycle hill climbing contest in connection with the annual novice race. If the event is carried out it will be the first of the sort that has been held on the coast in many years.

### **MOTORCYCLE IN A RUNAWAY**

"The Youngster" Tells a Tale of Disaster Resulting from an "Improvement"— Also He Points Out the Moral.

The fact that the "Youngster" meant to offer a few remarks, both for his own entertainment and the edification of the others who had gathered for their usual talkfest, was apparent. There was always an indication that something was about to occur when the "Junior Associate"-as he called himself-made ready to enter a scene of action. For instance, he had a great deal to do just prior to getting on his machine for a ride with the others; and he spent a lot more time than they did when he had dismounted; just what he found to occupy his close attention no one could ever determine, but he is one of that type who are conspicuous because of the amount of preparation they find necessary when about to indulge in the most ordinary undertaking. It was therefore with no wonderment that the others saw him rearrange his chair, place his matches and a fresh cigar in a convenient spot, and make a few other moves that the ordinary mortal would not find necessary as a preliminary to introducing a conventional subject to an audience composed of his familiars.

The Experienced Motorcyclist had not arrived and as the hour when he usually put in his appearance had long since passed, the Youngster felt that he could proceed with his tale with freedom from the caustic comments of the other who was far from being a patient listener.

"Our friend, the enemy—I refer to the Experienced One," he added sotto voce, "not being present, I presume that I may recount an experience that I had one afternoon a year or two ago. Ordinarily, it seems that I am not permitted to add my mite to the learned discussions which take place here, but as no one else has shown any disposition this evening to place himself in the limelight I will sacrifice my modesty and tell you of an unusual accident; that, happily for me, was not serious, though for a few minutes it possessed all the elements necessary for a first class tragedy."

This was a pretty good opening for the Youngster to make, for while it is probable that visible signs of disapproval would have greeted any attempt of his to introduce a topic relating to the proper management of motorcycles, his use of the words "accident" and "tragedy" served to stimulate an interest not alway shown for his remarks and he was encouraged to continue.

"As I said, the incident occurred some time ago. At that period I was riding a machine which was designed for the use of a switch or contact plug to be placed in position near the bicycle head. I had rigged up the machine so that my seat was just about over the hub of the rear wheel; in

this position I found by experience that I obtained more comfort in riding, but was at great inconvenience for pedaling, and incidentally I was so far from that switch plug that I couldn't reach it, and thereby hangs this tale.

"It was the usual gorgeous sort of an afternoon that one selects for a ride, so having cleaned my machine and put it in perfect running order, I titivated myself until my personal appearance presented rather a—if I do say so—a pleasant effect to the eye. I have always made it a point to avoid leather duds, save for leggings, when riding, as I see little more reason for wearing a working suit on a motor bicycle, than I see for wearing overalls in an automobile; however that is aside from my subject.

"Well, having put my machine and self in satisfactory condition, I sallied out and a couple of hours later was in a town 40 miles away, where, after partaking of liquid cheer, I settled my score and started homeward, so that I should be in time for dinner. I had covered about one-half of my return trip, when suddenly, as I entered the city's outskirts, a trolley car crossed my path; there was little room in which the pass it and I turned my grip with the intention of retarding the spark, having already closed the throttle. To my dismay I found that some of the mechanism of the spark control was out of order, and I could not retard it sufficiently to materially decrease my speed. It was a moment for quick action; my position over the rear wheel prevented a quick dismount, and even if I succeeded in getting off, the machine would continue a short distance and probably be smashed if I let it go. My one chance-and I took it-lay in trying to get around that car and in some way I succeeded. In doing so I passed out of the immediate danger, but was still confronting a condition that did not add to my ease of mind.

"Application of the coaster brake did not help much as I soon found that I could not stall the motor and I was still traveling at about 18 miles an hour. The next few minutes were full of interest for me. I couldn't slow down and I certainly could not keep going as I was going. Finally I realized that I must get off and leave the motor bicycle to its fate. As I was too far back on the machine to use the pedals for dismounting, I raised myself from the seat by getting the edge of my foot on the rear axle, and flung myself off. I landed in several different spots and though I sustained no serious injuries my flesh was bruised, my face and hands scraped, and my clothing torn beyond repairs. Fortunately a kind providence directed my machine into a wire fence, the force of the impact was broken by the flexibility of the obstruction, and the bicycle fell and in a moment the engine stopped.

"Taking an inventory of the damage, I found nothing worse than a bent handle bar, a bent crank and a broken pedal. Still the machine was ridable and I devoted my attention to the cause of my trouble.

"I found that the pin in one of the uni-

versal joints of the grip control, had broken off and while this ordinarily would not have been a serious mishap, it was rendered so by the fact of my sitting so far back that I could not reach the emergency lever that was provided on the right side of the head of the machine for use in just such cases. A nail made a temporary repair and I continued my homeward trip with caution.

"Now if you want a moral for this tale it is easily found. Let your machine alone; use it in the form in which you receive it and don't alter the position of the seat and a few other things because you think you ought to. The designers know more than you do, and you'll get better satisfaction if you accept their place than if, for instance, you use a racing position on a touring motor bicycle."

### About Handle Bar Adjustment.

When the adjustment of the handle bars is altered, care should be taken to securely tighten the nuts that hold them in place. But in doing so it is unnecessary to use one's entire strength on the wrench, as the result will usually be to either break the bolt or strip the nut. Too much tightening is worse than too little, for while the latter can be quickly corrected, the former is apt to necessitate a trip to the hardware shop or bicycle store for new parts.

### Motorcycle Parcel Delivery Inaugurated.

Albuquerque, N. M., is to have an up-to-date parcel delivery service, which is to be supplied by the new firm of Ortiz & Dry. Motorcycle vans will be used, the initial equipment consisting of three machines, one of which is already in service, while the other two are expected shortly. Parcels will be delivered at any time between 7 a. m. and 10 p. m. at the uniform rate of ten cents.

### Convenient Tank for Testing Tires.

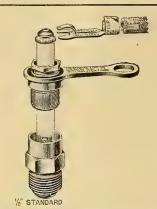
For testing tires, an ingenious Indiana dealer has the water trough built into the floor of his shop, a tin tank fitting into the opening thus made. The tank thus is removable for cleaning. It is provided with a lid fitted with a ring. A trough of the sort, being flush with the floor is always instantly available and at the same time is never in the way.

### To Guard Against Short Circuits.

The length of a battery's life depends on how much current is taken from it. A short-circuit will quickly kill even a new cell. It is important, therefore, that in connecting up batteries or in putting them on a machine, care be taken not to let any metal parts touch the binding posts of the cells as the destruction of the battery will promptly result.

"I am much pleased with the Bicycling World. Every one else should be, or move. I say pleased, not merely satisfied, or I would not be writing."—E. M. Hughes, Ashland, Ky.

# Two Good Things for Motorcyclists



### Breech Block Spark Plug

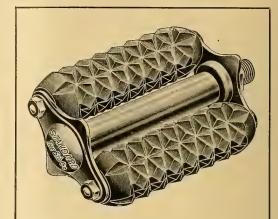
A plug that can be instantly opened and cleaned. Cannot jar loose. Guaranteed against leakage.

Affords a priming cup and also a compression relief.

### The Opinion of a Rider

I am sending you un-I am sending you under separate cover my Breech Block spark plug ½." Standard for which you kindly offered to exchange a plug of Metric thread. If you can give me a plug with a thumb nut instead of a clip I should prefer it as my secondary wire is so secondary wire is so arranged for that style of terminal. I have found your plug to be absolutely reliable under all conditions, and even when the engine was flooded with oil, which would put any plug out of business. H. D. HANNAH,

Montclair, N. J.



### Standard No. 3 Pedal

The wide tread pedal that has added a new luxury to motorcycling. Made of the best steel and rubber stock. Dust cap of new design; cannot jar loose.

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THE STANDARD COMPANY,

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IDEAL PLATING COMPANY,

IMMEDIATE DELIVERIES

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Carried in stock by all leading jobbers. Specify them when you order. SPRINGFIELD, MASS. DUCKWORTH CHAIN & MFG. COMPANY,

The Motorcyclist's Best Helper: "CARE AND REPAIR OF MOTORCYCLES," 25 Cents

### STOPPING AT GRADE CROSSINGS

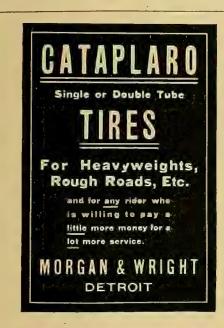
What It Means to Cyclists Shown in Recent Court Decision—Legal Definition of the "Bicycle Stop."

Few riders of bicycles are well informed concerning what the law requires of them in approaching and crossing a railway track. The law varies in the different states, but in every State proof of contributory negligence stands in the way of judgment for damages if the person is injured. A decision that bears in a general way upon the responsibility of riders everywhere recently was rendered by Justice Landis of the Common Pleas Court, Lancaster County, Pa. Its especial bearing, of course, lies in the requirement of the Pennsylvania law that before crossing a railway track at grade, a traveler must "stop, look and listen." The decision in question also brings out the fact that in the case of a person riding a bicycle the word "stop" means coming to an absolute standstill, instead of making the so-called "bicycle stop," or, otherwise, wheeling in a short circle before crossing. The decision was in denial of a motion for a new trial of a suit for damages brought against the Pennsylvania Railroad Company by the administratrix of a man named Doner, who died from the effects of collision with a train at a grade crossing. The facts in the case appear in the decision, of which the following is the full text:

The accident, which resulted in the death The accident, which resulted in the death of the deceased, occurred in daylight on May 10, 1905, at the junction of West Orange and North Water streets, in the city of Lancaster. These streets meet each other at right angles, and on North Water street are the tracks of the Quarryville Branch of the Pennsylvania Railroad. The testimony of the plaintiff showed that, about testimony of the plaintiff showed that, about six o'clock in the evening of the day in question, a train of cars (which seems to have been the Parkersburg wrecking train) came backing up the street without sound-ing either whistle or bell; that the watchman was in his box at the northeast corner of the streets, and did not give any signal of the coming of the train; that Doner, who was riding a bicycle, was struck by the cars, and from the injuries received subsequently died. No evidence was presented on this side of the case to elucidate the manner in which the accident occurred. In fact, when any of the witnesses called by counsel for the plaintiff attempted to tell the story of it, or when questions on cross-examination were asked them upon this point, objection was made, and we were obliged to exclude it as not cross-examination. In other words, Doner being dead, counsel preferred to rest the case upon the presumption that he did his duty, coupled with negligence proven on the part of the defendant. Because of this state of the record, we refused to enter a judgment of non-suit; but, when the evidence of the defendant clearly showed that Doner, while riding on his bicycle west-ward on Orange street, did not stop, look and listen, but, rather, that he ran into the train instead of it running into him, and thus the accident was occasioned, and that he could have seen the train and avoided

the accident if he had stopped, another situation presented itself before us. This evidence was in no wise contradicted. It was the only evidence in the case as to the cause of the accident, and we, therefore, concluded that the presumption that Doner did his duty was rebutted by the positive evidence of the accident, and directed a verdict in favor of the defendant. The claim of the plaintiff now is, that the case should have been submitted to the jury.

It is now conclusively settled that, although it is the duty of a traveler to stop, look and listen, before crossing a railroad, yet it is not incumbent upon him to show this affirmatively. The common law presumption is, that every one does his duty until the contrary is proved, and in the absence of all evidence on the subject, the presumption is that the decedent observed the precautions which the law prescribes before he attempted to cross the defend-



ant's road. Pennsylvania Railroad Co. vs. Weber, 76 Pa., 157. In Schum vs. Pennsylvania Railroad Co., 107 Pa., 8, Mr. Justice Clark said: "The common law presumption is, that every one does his duty until the contrary is proved, and in the absence of all evidence on the subject, the presumption is, that the decedent observed the precautions which the law prescribed. In the case at bar, no witness was called who saw the occurrence; there is no evidence whatever whether in fact the decedent did stop and look and listen; the presumption is, that he did; proof of that fact was no part of the plaintiff's case. The presumption is of fact merely, and may be rebutted; but we are without evidence on the subject; all that we have is, that, as he the subject; all that we have is, that, as he came upon the railroad, he was struck down by the locomotive." See, also, Longenecker vs. Pennsylvania Railroad Co., 105 Pa., 328; Weiss vs. Pennsylvania Railroad Co., 79 Pa., 387; E. B. Clarke Co., Limited, vs. Railroad Company, 27 Sup., 251. But, in Reading & Columbia R. R. Co. vs. Ritchie, 102 Pa., 425, Mr. Justice Green said: "Of course, where there is no direct testimony on the where there is no direct testimony on the subject, the presumption is sufficient and will prevail. But, where there is affirmative, direct and credible testimony that the person injured went upon the track without stopping to look and listen, the presumption is rebutted and displaced.'

The rule, as laid down in Fisher vs. Mo-

nongahela C. Ry. Co., 131 Pa., 292, is, that "when the facts are admitted, or so clearly and conclusively proved as to admit of no reasonable doubt, it is the duty of the court to declare the law applicable to them; but, when material facts are disputed, or even in doubt, or inferences of fact are to be drawn from the testimony, it is the exclusive province of the jury to determine what the facts are, and apply them to the law as declared by the Court." Cromley vs. Pennsylvania Railroad Co., 208 Pa., 445.

In First National Bank vs. Western Union Telegraph Co., 34 Sup., 488, Orlady, J., declared that "while it is true that contributory pecificance cannot be treated as

J., declared that "while it is true that contributory negligence cannot be treated as one of law, unless the facts are free from doubt (Kuntz vs. New York etc. Railroad Co., 206 Pa., 162), yet, where the facts are clearly established and the inferences of negligence from them manifest, the court should peremptorily so instruct the jury"; and in Unger vs. Phila., Baltimore & Washington R. R. Co., 217 Pa., 106, Mr. Justice Fell has succinctly stated that "a mere presumption of due care on the part of the presumption of due care on the part of the person killed at a railroad crossing is met by a presumption of equal force of like care on the part of those in charge of the train; Haverstick vs. Penn's R. R., 171 Pa., 101, Hanna vs. P. & P. Ry. Co., 213 Pa., 157, or it may be entirely overcome, if the facts and circumstances clearly established ad-mit of no other conclusion than that, if he had stopped, looked and listened, he would have seen the train: Connerton vs. D. & H. Canal Co., 169 Pa., 339; Seamans vs. D., L. & W. R. R. Co., 174 Pa., 421. Whether the presumption has been rebutted is for the 'unless the evidence to the contrary was clear, positive and credible, and either uncontradicted, or so indisputable in weight and amount as to justify the court in holdand amount as to justify the court in holding that a verdict against it must be set aside as a matter of law: Patterson vs. Pittsburg, etc. Ry. Co., 210 Pa., 47. Kreamer vs. Perkiomen Railroad Co., 214 Pa., 219. Numerous authorities support this proposition. Thus, in Holden vs. Pennsylvania Railroad Co., 169 Pa., 1, where the only evidence that the plaintiff stopped, looked and listened was that of himself which was and listened was that of himself, which was flatly contradicted by the testimony of the driver of the carriage and of four other disinterested witnesses who saw the occurrence, and it was manifest that he could have seen had he stopped, it was determined that the court should have given binding instructions for the defendant. It is true that the statement in the opinion that the plaintiff's evidence should have been disregarded has not since been approved, because it overlooked the well-defined distinction between the province of the court and that of tween the province of the court and that of the jury, where there is a conflict in the evi-dence. Cromley vs. Pennsylvania Railroad Co., 211 Pa., 429; Clark vs. Union Traction Co., 210 Pa., 636; Kuntz vs. N. Y. C. & St. Louis R. R. Co., 206 Pa., 162; Summers vs. Bloomsburg & Sullivan R. R. Co., 24 Sup., 615. But it has, nevertheless, been since held that, "where the testimony in support of an action is a mere scintilla, and that onof an action is a mere scintilla, and that opposed to it is so overwhelming that no real controversy is raised, and where the jury could not find for the plaintiff without a capricious disregard of apparently truthful testimony, probable in itself and not at variance with any admitted or proved facts, a verdict may be directed for the defendant Cromley vs. Pennsylvania Railroad Co., supra. See, also, Holland vs. Kindregan, 155 Pa., 156; Kuntz vs. N. Y. C. & St. L. R. R. Co., supra.

In Lonzer vs. Lehigh Valley R. R. Co., 196 Pa., 610, the very question insisted upon in this case was raised. Mr. Justice Mitchell, in discussing it, remarked: "It is further said that the testimonv as to the posting of the notice and the deceased's knowledge

of it was by witnesses for the defense, and their credibility was for the jury. Such certainty is the general rule. The jury are not bound to believe every story that a witness or witnesses are willing to swear to, simply because no other witness contradicts it. If its inherent improbability or irreconcilability with facts shown or admitted are such that it does not command their assent, the jury may disregard it. But this rule is founded on common sense and knowledge of human nature, and must be limited by the same standards. When the testimony is not in itself improbable, is not at variance with any proved or admitted facts, or with ordinary experience, and comes from witnesses whose candor there is no apparent ground for doubting, the jury is not at liberty to indulge in a capricious disbelief. If they do so, it is the duty of the Court to set the verdict aside. Such cases are exceptional, but this is one of them." The judgment was then reversed without a venire. The duty of a foot passenger and one riding in a vehicle is the same, in that both must stop, look and listen, when approaching the tracks of a railway. One riding a bicycle falls under the same rule. In Robertson vs. Pennsylvania Railroad Co., 180 Pa., 43, it was decided that a "bicycler's stop" by circling on a bicycle is not a stop within the meaning of the rule; that he must dismount when approaching a railread dismount when approaching a railroad crossing, or at least bring his wheel to such a stop as will enable him to look up and down the track and listen in the manner required of a pedestrian.

Let us briefly review the testimony. We must again recall the fact that the story of the accident was narrated by no witness for the plaintiff, either in the case in chief or in rebuttal. On the contrary, such tes-timory was carefully excluded. There is, therefore, no conflict between witnesses as to its happenings. There may be some slight variations in the evidence of the defendant's witnesses; but, in essential parts, they did not differ. It was shown by one witness, a civil engineer, that, standing 20 feet back from the track, in the center of West Orange street, a train could be seen at least 174 feet away; and that, at a point 30 feet distant from the track, it could be seen 84 feet; that there is no obstruction on North Water street looking southward, the direction from which the train came. James Ely, who was a laborer on the train, testified that he saw Doner about 60 feet from the track, riding on his bicycle, head downward; that about 15 feet from the car, he looked up and made a turn, and apparently lost control of his wheel, and rolled against the car. James M. Radcliff, who was conductor, testified that he "hollered, the man looked up, and he took his feet off of the pedals, and he started the wheel to wobbling. time, he was close to the train, and he started to turn right up Water street, and slipped under the corner of the car, on the north end of the car. . . . . He tried to grab the corner of the car, but he didn't get it." Michael A. Powers, who was of the wrecking crew, saw Doner about 30 feet away from the track. He says he saw him coming and saw him turn up Water street and collide with the front end of the train. Thomas Williams, also on the train, saw deceased about 75 feet up Orange street. He says he was coming along fast, on a bi-cycle; that "somebody hollered, and he throwed up his head; when he got pretty close to the train, he kind of pulled himself back on the bicycle, . . . . and when he turned his wheel the way the train was running, he kind of fell off the bicycle, kind of went down off the bicycle, and the truck ketched—the frame of the truck ketched the bicycle, and he just went under." This witness stated that Doner was riding on the sidewalk, wherein he apparently differed

from the other witnesses. Frank D. Wright was flagman. He said: "This man that we ran over, he was coming there at a pretty good rate, and it appeared he like went into the side of the train.

This was practically all that was produced bearing upon the accident itself. It, therefore, seemed to us clear that the deceased did not stop, look and listen, as he was required to do under the law; and that, permit the jury to find a verdict for the plaintiff on a bare presumption that he did stop, look and listen, when the undisputed evidence upon that point showed, beyond any reasonable doubt, that he did not, seemed like a travesty upon justice. If it was not proper for us to allow such a verdict to stand, if found, of what avail would it be and what would it profit to submit the question to the jury? Had the facts, or the inferences from facts, been in doubt, if there had been contradictory evidence to be passed upon, the jury must necessarily have solved the controversy. These were our solved the controversy. These were our reasons for giving binding instructions for the defendant. Nothing has since been presented which causes us to change our opinion in relation to the case, and the rule for a trial is, therefore, discharged.

### Congress Asked for \$50,000,000 for Roads.

While many bills, of more or less merit, have been introduced into congress, from time to time, seeking to provide for the creation of some national commission to take charge of the construction and maintenance of the public highways in the various states, practically nothing ever has come of them. Possibly, and very probably. many of these bills have been so worded as to give the impression that they were in behalf of some favored few, rather than for the greatest good of the greatest number, however they have lacked the support of the farmers and without this support there was little chance of the bills becoming effective.

The farmers, however, finally have taken the initiative, and through their representative organization, the National Grange, which has more than a million members, have caused a bill to be introduced in Congress which, if passed, will inaugurate at an early date a broad and comprehensive policy of public road improvement effecting every portion of the United States.

The bill provides for the appointment of three commissioners at salaries of \$5,000 per year, to have control of a sum of \$50,-000,000, to be appropriated by the government. Out of this sum there is to be expended in each State of the Union not less than \$100,000 per year for five years, the total appropriation to be used for the benefit of and to acquire good highways. The bill further provides that "the Secretary of War may detail from the corps of engineers, or other corps of the army an officer or officers to aid them (the commission) in their work."

Other sections of the bill provide as fol-

Sec. 4. That it shall be the duty of said Commission to superintend and direct such works as are herein contemplated, and to carry into full execution such plan or plans for the construction, maintenance, and im-provement of public highways as may be devised and adopted by the Commission as herein contemplated, and to make such additional surveys and investigations and mature such additional plan or plans and to carry the same into full execution as may be deemed necessary to construct, improve, and maintain a system of public highways, advantageous for the purposes of interstate commerce and trade and the postal service, and to accomplish the object of this Act.

That the Commission herein constituted and appointed may cause proceedings to be instituted in the name of the United States in any court having jurisdiction of such proceedings for the acquire-ment by condemnation of any land, right of way, or material needed to enable it to maintain, operate, and prosecute works for the construction, maintenance, and improve-ment of public highways, for which provision has been made herein, and to construct, improve, and maintain such public high-ways. Such proceedings to be prosecuted in accordance with the laws relating to suits for the condemnation of property for a public purpose of the States wherein the proceedings may be instituted: Provided, however, That when the owner of such land, right of way, or material shall fix a price for the same, which in the opinion of the Commission shall be reasonable, the said Commission may purchase the same without further delay; And provided fur-ther, That the said Commission is hereby authorized to accept donations of rights of way, or material required for the maintenance and prosecution of such work. Sec. 6. That there is hereby appropriated,

out of any moneys in the Treasury of the United States not otherwise appropriated, for the purpose of carrying out the provis-ions and objects of this Act the sum of fifty million dollars. The sum of not less than five hundred thousand dollars out of such appropriation shall be expended in each State of the United States, said sum of five hundred thousand dollars to be expended in each State at the rate of not less than one hundred thousand dollars a year. The said appropriation of fifty million dollars to be available at the rate of ten million dollars a year during the years nineteen hundred and eight, nineteen hundred and nine, nineteen hundred and ten, nineteen hundred and eleven, and nineteen hundred and twelve. If any of the appro-priation herein made is not expended in the year named that portion not expended shall become available in the succeeding

year or until expended.

Sec. 7. That the Commission herein created and constituted shall superintend, control, and expend for the purpose of this act all appropriations herein made, or which hereafter may be made for said pur-poses, or so much thereof as shall be necessary, and shall prepare and submit through the president of the Commission, to be by him transmitted to Congress at the beginning of the regular session in December of each year, a full and detailed re-port of all its proceedings and actions and of all such plans and systems of work as may be devised, in progress, or carried out by it, and of all such additional plans and systems of work as may be devised, matured, and adopted by it, with full detailed estimates of the cost thereof, and a statement of all expenditures made by it; and the Secretary of War may detail from the corps of engineers, or other corps of the Army, an officer or officers to aid them in their work, who shall serve without additional compensation to that now allowed by law; and all moneys hereby or here-after appropriated shall be expended under the direction of the Commission in accordance with the plans, specifications, and recommendations formulated, matured, and adopted in accordance with the provisions

### **An Opinion From Texas**

"I find 'Care and Repair of Motorcycles' very instructive."—Clinton Glasgow.

### And One From Georgia

"'Care and Repair of Motorcycles' is a book that should be in the hands of every motorcycle rider."—B. P. McCormack.



64 pages, chockful of useful advice and suggestion. Coated paper; linen cover.

Should be in the hands of every repairman and rider,

THE BICYCLING WORLD CO.
154 Nassau Street, NEW YORK

This is a British Joke.

A cyclist stopped one hot day outside a large country residence, and the lady of the house, seeing him wiping the sweat and dust from his face, brought a glass of water to him saying: "There, young man, take this glass of water." The young man did not seem to appreciate the proffered gift, and replied, with a smile, "No, thank you, madam, the doctor always told me I had an iron constitution, and I'm afraid that would rust it."—Swift Journal.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50c. The Bicycling World Co., 154 Nassau St., New York City.

# 3 in One FOR THE MAGNETO



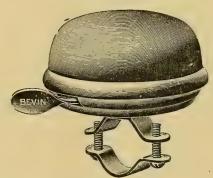
It's exactly the right thing. It will not only lubricate the magneto bearings without gumming or drying out, but is a remover of the rust, which creates all manner of mischief.

3-in-One Oil Company

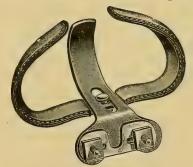
42 Broadway, New York

# SUNDRIES That Sell Wherever Bicycles are Sold

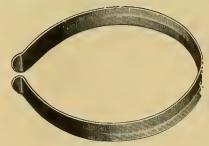
### Bevin Bells



### Bevin Toe Clips



### Bevin Trouser Guards



### We Offer

such a varied relection that all purses can be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.

### CORRESPONDENCE.

(Continued from Page 846)

the machine go faster as you advance the spark. The cam case certainly does not make the cam (which causes the spark) go around any faster. The only way I can figure it out, the spark must occur at different positions of the piston. If this is the case, at what position is the piston in the cylinder on slow speed with the spark partly advanced? What position is piston when spark is advanced as far as can be and motor is running at high speed?

In an argument A claims that spark occurs when compression is at its greatest and piston is at top of its stroke when running at high speed. B claims that spark occurs when piston is about half way up. Who is right?

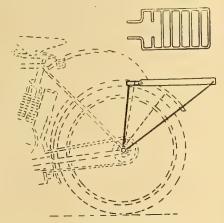
W. S. F., Baltimore, Md.

[In principle, B is right. When the motor is running fast, the spark occurs before the piston has quite reached the end of its compression stroke. Actually, however, the piston is so nearly at the top of its stroke that the compression is practically at its highest point as well. When the motor is running at slow speed, the spark occurs when the piston has about half finished its working stroke. Practice varies somewhat, but generally speaking, the piston may be about 1-16 inch away from the end of its compression stroke when sparking occurs at high speed, and about half way down from the beginning of its working stroke when sparking occurs at slow speed. It is perfectly evident that when you "advance" the spark by turning the grip, you merely turn the commutator-it is rarely called a cam case-around the cam shaft, but without affecting the cam itself any more than the ordinary motion of the cam affects the commutator. What you do is to cause the cam to strike the commutator blade a little earlier in the cycle than before-nothing else. Making the contact earlier has a tendency to produce the spark earlier. Producing the spark earlier tends to produce an earlier explosion, and this, in turn, means that the maximum pressure in the cylinder will be developed earlier than before. In consequence, the total pressure effective during the stroke is increased and more work is done, just as in rowing a boat, a long stroke is more effective than a short one. Theoretically, the gas is ignited as soon as the contact is made at the commutator. Actually there is a very small fraction of a second's delay after the circuit is closed, before the effect of the spark is developed in the gas. Because of this delay it is necessary to advance the spark, just as you must cut a fuse before setting off a blast. If you want the blast sooner, you must either shorten the fuse, or light it sooner. It is impossible to shorten the "fuse" in this case, for certain reasons which need not be gone into here, so the only thing to do is to advance the contact a little way. The subject is an old one which has caused lots of heated discussions.1

### Some Suggestions from. Iowa.

Editor of the Bicycling World:

Dealer Swenson, in your issue of February 29th, asks if others have had the same experience as he in regard to badly fitting horn clamps. I, for one, can certainly bear him out. The horn which I have has two thick pieces of leather to hold it on bar; it has to have them, as he says, to keep it in position. Also I noticed several weeks since

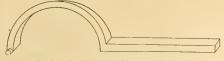


LUGGAGE CARRIER FOR MOTORCYCLE

that a California motorcyclist is the first to register a kick against the way piston rings are cut. He is right; they should be cut with a step joint, and then even if rings did work into line they couldn't leak. I believe if rings were so cut, it very seldom would be necessary to dismantle motor, especially if the advice given in Care and Repair of Motorcycles was followed, namely, to put kerosene in cylinders often.

Here are a few things which may be useful to brother motorcyclists: The first is a luggage carrier for the well known machine with tank over rear wheel I have made a carrier of the sort which I think is pretty fine. It has the advantage that it can be made cheap and is serviceable. Here is a

In regard to adjusting the eccentric, here is a good wrench any blacksmith can make:



WRENCH FOR ADJUSTING ECCENTRIC

And last, let me advise all riders to get a new 1908 Indian mudguard for their old machines. It is the "finest ever," and certainly keeps the mud and dust off.

L. A. YOUNKIN, Ottumwa, Iowa.

[While Mr. Younkin's stand is ingenious it is scarcely to be recommended for extensive use. The type of machine in question is designed to carry the tank over the rear mud-guard, and this being properly supported, may be supposed to be perfectly secure. But the load carried on Mr. Younkin's stand is so far back as to be quite clear of any steadying effect from the frame, and even though nominally supported by independent braces, must necessarily throw a dangerous amount of strain on the guard and even on the tank itself. Furthermore, the bicycle is designed to carry all its load within the wheel base, and any shifting of the weight distribution, such as this must bring about, may tend to interfere with proper control, through throwing too great a proportion of the weight over the rear

### There is a Backpedaling Rim Brake.

Editor of the Bicycling World:

In response to the inquiry published in your correspondence department, may I point out that the N. S. U. Motor Co. makes a backpedalling rim brake.

Your item headed "Motorcycles as Fire Apparatus," reporting the adoption of such apparatus by the fire master of Beckenham, England recalls that when I made a trip to Germany in 1905, I visited the N. S. U. factory and was presented with a picture of the salvage corps of Hamburg, which uses several N. S. U. four-wheel motorcycles for the work. PHIL CONRAD, Cincinnati, O.

### Desires Discussion of Routes.

Editor of the Bicycling World:

To me the most interesting section of your paper is that which comes under the heading of "correspondence." It gives riders the ideas of others, that otherwise would not be obtainable.

The subjects of brakes and sprockets and chains which were discussed, are to my mind, very good propositions. It is too bad that we cannot fully consider the entire wheel in your columns. I would suggest that riders take up the subject of routes, runs, etc.

LOUIS McGEORGE, New York.

### Tire Test that is Timely.

In the general inspection which cyclists should give their machines before putting them in use after the winter's "lay up," it is well to carefully examine both tires to make sure that they are securely cemented to the rims. Frequently it will be found that a place several inches in length has come loose, and unless this is again made fast there is probability of it spreading until the first indication of the trouble will appear when the valve stem is broken off by reason of the tire creeping. A "stitch in time saves nine," and it is easier to take precautions than to make extensive repairs.

### Utility of the Old Toothbrush.

Never should the amateur repairer forget the utility of the old toothbrush, when it comes to cleaning odd corners about the machine. It will reach places which can be got at in no other way, and generally serves nearly as well as the special type of brush made for the purpose. The only disadvantage is that it is too small to make rapid work possible in some cases.

Volume LVI.

New York, U. S. A., Saturday, March 21, 1908.

No. 26

### POPE TRANSACTIONS IN FEBRUARY

Report of Receivers Makes Good Showing for the MoMnth—The Item of Sales a Large Feature.

According to the February report of the Pope Mfg. Co., which has been filed in court as required by the Connecticut law, receipts for the month were as follows: From colleaf ons of accounts and notes receivable of Fope Mfg. Co. (Hartford accounts, \$3,-380.76; Westfield, \$1,742.20; Hagerstown, \$1,072.61), \$6,195.57; from sales of receivers, \$81,889.86; from deposits by customers on orders for automobiles, \$1,870; interest on accounts receivable, \$33.03; refund of travelers' advances, \$18.85; receipts from and for account of receivers in Massachusetts, \$12.15; in Maryland, \$3,070.77; in New Jersev. \$860.24; in Northern New York, \$37.39; total of cash receipts, \$93,987.86, with cash on hand of \$23,257.06, totals \$117,244.92.

The cash disbursements for the month were: Refund of deposits received on miscellaneous undelivered orders, \$192.48. Receivers' expenses and payments for purchases: Factory and office payrolls, \$41,-986.48; miscellaneous and selling expenses, \$1,918.19; materials and supplies, \$49.933.47; premiums on insurance, \$792.48; total, \$94,-630.62. Traveling and special advances, \$2,175. Advances for payrolls and expenses and payments on account: To receivers in Massachusetts, \$954.95; in Maryland, \$5,-820.88; in New Jersey, \$122.02; in Illinois, \$177; receiver of Pope Motor Car Co. in Toledo, \$287.11; in Indiana, \$278.49; to Federal Mfg. Co., 50 cents; total, \$7,640.95; grand total, \$104,639.05.

Balance in American National Bank. Hartford, \$11,214.66; in First National bank, Hartford, \$366.19; balance cash in office, \$1,025.02; total, \$12,605.87.

Accrued liabilities of receivers: For materials, supplies and miscellaneous expenses, \$35,712.87; for factory and office payrolls,

\$9,291.58; total, \$45,004.45. Balances due receivers of Pope Mfg. Co. and Pope Motor Car Co., in other districts, \$11,272.91.

Accounts receivable from sales of receivers, January 31, per last report, \$94,067.48; sales by receivers for month of February, \$129,043.73; total, \$223,111.21. Less cash collections for month of February, \$81,889.86; deposits credited to accounts and miscellaneous contra accounts, \$6,223.97; total, \$88,113.86, leaves \$134,997.38.

Balances due from receivers of Pope Mfg. Co., and Pope Motor Car Co. in other districts for transfers of merchandise and supplies and advances for expenses, \$6,238.84.

### Thor Territory for Two Agents.

The Aurora Automatic Machinery Co. has allotted two choice cuts of Thor territory. A. Freed, of San Francisco, has been appointed distributor for Thor motorcycles in northern California, and J. Arthur Scott, of Los Angeles, in Southern California. Both Freed and Scott are automobile men who have seen the great white light of motorcycling that recently has become possessed of interest for so many of their kind.

### Bosch Improves Its Corporate Title.

The Bosch magneto, which now is cutting a big figure in the motorcycle trade, will hereafter be marketed by the Bosch Magneto Co., instead of by Robert Bosch New York, Inc. The change, however, is entirely in the name, the new title being a self-evident improvement on the old one. The officials, product and location of the concern, 160 West Fifty-sixth street, New York, remain as before.

### Stroud Sells His Business.

W. R. Stroud, who for several years operated in Philadelphia as the Stroud Cycle Co., and who is one of the best known and most active wheelmen in the Quaker City, has disposed of his business and is now connected with the United Gas Improvement Co. As this big institution employs nearly 400 bicycles and 18 motorcycles in its service, Stroud still will "see bicycles."

### **BOSTON YIELDING TO MOTORCYCLES**

Increasing Interest Leads to Launching New Enterprise There—Also Enlists an Old Bicycle Dealer.

Indications are that Boston, which, despite a net work of good roads marked by picturesque scenery, has been unaccountably lukewarm toward motorcycles, finally is overcoming its diffidence.

W. F. Mann, who was one of the pioneer motorcyclists and who of late years has maintained a bicycle and motorcycle store in Yonkers, N. Y., has taken unto himself a partner and hereafter will operate as the W. F. Mann Motor Co., not incorporated, and he thinks so well of the New England prospects that under that title he will establish another place in Boston, Mass., where he will handle the four cylinder F. N. and probably the Merkel also.. He already has leased a large, well lighted store at 1000 Boylston street, which will be ready for business April 1st, and of which Mann will take personal charge. As originally he hailed from Boston, he will be quite at home and as he is brimful of energy his influence is likely to be felt. He will continue his Yonkers store under a capable manager.

Motorcycle interest in Boston has increased to such an extent that A. D. (Lon) Peck finally has taken on the R-S. He already handled the Reading Standard and Columbia bicycles, but had held aloof from the power driven machines. The Sewing Machine Supplies Co., an important Boston concern, also has inaugurated a motorcycle department with C. H. Putnam as the manager. It is handling the Excelsior.

### New Setting for Pittsburg Diamond.

The Diamond Rubber Co.'s Pittsburg branch has been removed from 16 Wood street to 6122 Center street, east end. The new place was specially appointed for the Diamond occupancy.

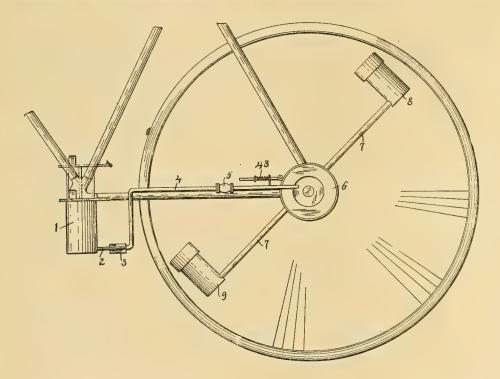
### AIR AS FUEL FOR MOTORCYCLES

How the Pneumatic Principle is Adapted in a Recent Invention-Power Obtained by Pumping.

A great many different kinds of bicycles have been heard of before now, but never the pneumatic motor bicycle. This should not be confused with the ordinary type of motor bicycle, in which the motor is driven by the expansive power of heated gases, for it is constructed on an entirely different principle, and though adaptable to use in connection with a gasolene motor, is primarily intended to be driven by the power of the

chine, which in action, corresponds to the right pedal of the ordinary bicycle. This ensures a constant flow.

At point 5 is shown an ordinary check valve, while at 6, is a collecting chamber into which the compressed air is forced on its way to the motor proper. This latter important factor is in two independent elements, shown at 8 and 9, near the rim of the wheel, and connected with the collecting chamber by means of the pipes marked 7. The chambers mounted at the ends of the pipes in question, contain valves which are normally held in closed position by springs, but which, when air is admitted from the collecting chamber rise sufficiently to permit it to escape from a series of small orifices in the end. This causes the



human leg. Incidentally, the pneumatic motor minus the bicycle, is one of those devices which are destined to revolutionize everything in any way connected with mechanical locomotion. It may be adapted to trolley cars, trucks, passenger vehicles, cabs and omnibuses, as well as bicycles, yet in so simple a fashion that the veriest child in intelligence can operate it successfully.

The pneumatic motor bicycle itself, is illustrated in principle in the accompanying drawing, which shows merely the rear portion of the frame, the driving wheel, and the power plant up to, but not including the essential human foot. The part shown at 1, is a compressor pump which consists of a plain plunger worked by a foot plate above, to which the foot of the rider is strapped. The air compressed by the downward movement of the foot, is carried through the pipe, 2, to a valve chamber, 3, which is so contrived as to ensure constant delivery of the air back through the tube. 4, instead of around and into the second compressor on the other side of the mawheel to turn, and affords the propelling force which drives the machine. One of the chambers is so constructed that it tends to drive the wheel forward, and the other in such a way as to turn it backward. Consequently, one may be made use of as a brake, when desired, and the entire force which before was concentrated in driving the machine, now occupied in retarding its movement. The small rod marked 43, controls the distribution of the air, and determines whether the backward or forward drive shall be employed.

Charles G. Wieland, of Hoboken, N. J., is the inventor of the pneumatic motor, which has recently been protected by basic patents. Regarding the principles upon which the device is founded, the inventor himself explains that:

"I. The larger the diameter of a driving wheel or shaft, the greater will be the lifting power. 2. The greater the number of operating cylinders located at the interior periphery, the more will the power be multiplied. 3. The more powerful the pres-

sure of the air or explosive gases, the greater will be the efficiency." And again, with regard to the simplicity of its operation: "All the driver or coachman has to do is to pedal, in order to compress the air by the weight of his own body, the necessary effort not being any greater than that required of a person riding a bicycle."

As is plain to see, the principle may be employed as shown, or a small engine may be used to compress the air, thus relieving the rider of the necessity of having to work his feet. Even if motorcyclists fight shy of it, the inventor anticipates a great future for the system in the construction of invalids' wheel chairs, which may be "pumped" either by foot or hand power according to the nature of the patient's disability, and may be arranged in almost any way desired. The prospects of the invention are not limited to the light type of vehicle, however, for if the dreams of its originator materialize, the pneumatic motor will be used for street rollers, for plowing and similar modes of agricultural diversion, and for trucks, delivery wagons and cabs, indeed the demand will become so great that motorcyclists may regret it if they pass it up! Imagine the tremendous saving in fuel! The atmosphere being at all times free even without the asking, and in quantities which are limited only by the capacity of the apparatus employing its kindly aid, no expensive charges need be shouldered by the owner, and the Standard Oil trust may be undone

### Puzzling Symptoms of Clogged Jet.

When the motor develops a tendency to overheat, pitting of the exhaust valve, loss of temper in the exhaust valve spring, as well as a tendency to misfire or stop altogether when the mixture is altered, it is safe to assume that the basic cause is too rich a mixture, the actual reason for the difficulty lying in the condition of the jet. Cleaning out the jet and readjusting the fuel level in the carburetter usually will be sufficient cure for the malady.

The way in which a low fuel level or a partially clogged jet may serve to produce a weak mixture, will be apparent after a moment's consideration. In either case, more suction is required to lift the fuel than is normally the case. Hence with the regular setting of the air intake it will be practically impossible to start the motor. By closing down the air shutter part way, however, the suction at the jet will be increased sufficiently to lift the fuel. This produces too rich a mixture, however. Yet as soon as the air shutter is opened again, the suction falls away enough to check the flow of fuel from the jet, so that practically the only arrangement by which it is possible to secure any power, is the adjustment giving too rich a mixture. When the motor refuses to run on its normal carburetter adjustment it is generally a sign that something is wrong with it, and a thorough inspection may safely be indulged in on general principles.

### LOCATING VEXING SHORT CIRCUITS

How the Hand Alone May Serve to Detect the Leaks—Pin Hole Enough to Cause Trouble.

At first thought it would seem that a current leak could be very easily detected—not only the fact that there was a leak, but the more important fact of just where the leak was occurring; yet there are few experienced motorcyclists who cannot tell of more than one occasion when they had been held up for an indefinite time because of inability to locate the exact spot where the electrical fluid was being diverted.

It frequently happens that unless the leak is a bad one, it is impossible to be certain whether or not the insulation of the wire is broken. This is particularly true of the wiring of the secondary circuit leading from coil to spark plug. Poor quality of insulation, or good quality that has suffered from wear, or abrasions caused by wear, will not contain the high tension current that is found in the secondary wiring. It is so strong that an ordinary insulated piece of wire; such, for instance, as is employed for electric bells or incandescent lighting, is worthless. The secondary current will pass through the insulation as though it were a conductor; and the current need not be especially high tension either.

But no matter how efficiently the wire may be insulated, if the insulation is punctured with even the most minute perforation, the current will find its way out. There are two practical ways to determine if a leak exists in the secondary wire. One that is not always convenient is to take the machine into a darkened room, jack up the rear wheel, set the motor in motion and then watch for the blue spark, which will show itself at the point of leakage. The other way is equally sure: with the engine turning over, close the hand around the wire and move it slowly along; when the hand reaches the crack in the insulation no meter will be necessary to determine that the trouble is at hand; the shock will be sufficient. Not all repairmen know that even the minutest break will cause a leak. As a matter of fact it has been demonstrated by actual test that the tiny hole left by a pin which had been driven through the heavy covering of a properly insulated secondary cable, until it touched the wire and then withdrawn, is sufficient to cause a leak strong enough to give no pleasant shock to the person who took hold of the wire at the point where the hole had been made. If the point where the pin hole exists is in contact with or near to the frame of the bicycle, or any other metal part, the loss of current will be sufficient to cause the stoppage of the motor.

Of course if in testing the primary wiring the point of the leak is in contact with metal there will be no spark as the current will be constant; but if contact is not made an intermittent spark will otherwise readily indicate the way to the trouble. In the primary wiring, a minute break in the insulation is of lesser importance and no shock will be felt and no stoppage occur, but it is nevertheless draining the battery.

### Hendee Produces a Portable Stand.

The portable motorcycle stand, which, as was quite generally known, the Hendee



Mfg. Co. itself had "in the works," is now ready for marketing; its design is well shown by the accompanying illustrations.

The stand comprises two legs clamped to the rear forks, each leg being made of two steel stampings which are so formed as to secure ample strength and perfect rigidity with a small weight of material. The two parts of the leg are strongly pivoted together, and attached to their face is a flat spring that carries a heavy locking stud for securing the parts in either of their two positions. When the legs are turned down



they provide a strong and stable support which easily carries the machine while the motor is being tested, or other work done. When the legs are turned up they are firmly locked so they cannot rattle nor become displaced, and their small size and simple design render them unobjectionable in appearance.

### ATTENTION THAT HELPS THE BELT

Care and Precautions that Insure Its Effectiveness—Methods that May be Employed in Emergencies.

One of the complaints, frequently heard from owners of belt driven motorcycles is that their transmission is constantly slipping. This unquestionably is 'true, but the statement safely may be made that the fault oftenest lies with the rider rather than with the machine, for the matter largely is one of care rather than a question of mechanics. Of course it is possible that some of the trouble is caused by improper design; machines are seen fitted with belts totally incapable of transmitting the engine power. The fault may be in the width of the belt, the shape and depth of the grooves in the pulleys; it may be merely a matter of adjustment, but very probably it is a condition due to negligence in the care of the belt itself.

When one has just returned from a long trip, the belt should be removed from the machine and, if possible, given a rest over night, or if the motorcyclist is possessed of two belts, it is advisable to alternate their use, giving each as long a rest as may be necessary, and when not in use they should not be subjected to the least tension; this alone will restore the driving power, as the tension release will cause the belt to shrink somewhat in length, with a corresponding increase in width. Clean the belt of all grease or oil by rubbing with a cloth dampened with gasolene, but use no more of it than is absolutely necessary. Many belt makers decry its use.

This treatment should take place immediately after the trip, not a day or two later; it should be followed by a careful administration of collan oil or, if that cannot be obtained, by castor oil, which should be well rubbed in and the belt given plenty of time to absorb the oil.

When a belt slips, the temptation to correct it by using powdered resin is very strong. This, however, should be avoided, for while the slipping immediately will be overcome, this effect will last but for a short distance and then the resin, having became glazed by the heat of the friction, will cause the belt to slip much more than it previously had been doing. As a preventive of slipping, some manufacturers who employ flat belts face the rear pulley with leather, while others wind twine around the bottom of the engine pulley; in an emergency, the latter always is possible, even on the road, and will assist in making the belt grip more firmly.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

## You Can't Rack This Frame

It's built on the principle of a truss bridge. It secures the maximum rigidity with minimum weight. Saves the rider's power and the wear and tear on all-running parts.

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Send for 1908 Catalogue. It will explain more in detail why dealers agree that the Iver Johnson is the best seller on the market.

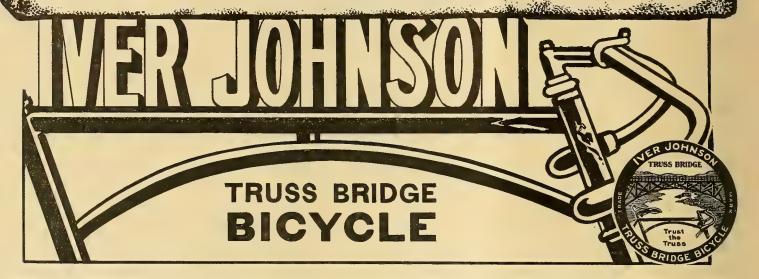
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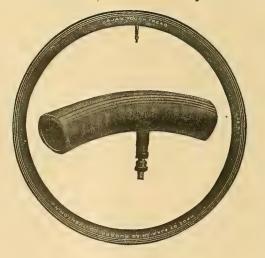
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\*\*Members of the trade are invited and are at all times welcome to make our office their head-quarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MARCH 21, 1908.

"I couldn't get along without the Bicycling World."—Lyman H. Thompson, Creston, Iowa.

### Federal Aid for Road Improvement.

To the man unversed in constitutional law, it always has seemed that if it were legal to build national highways in the time of our forefathers, it still is legal to do so; it always has seemed that if it is constitutional for Congress to expend money for the improvement of rivers and harbors, it is legal for it to expend money for the improvement of the common roads.

If the greatest good for the greatest number is one of the aims of government, there is no room for doubt that as between the river and the road, tens of thousands will be served by the road while individuals are served by the river. If the river promotes commerce, the road promotes both commerce and the individual prosperity and personal well being of each citizen. It would seem therefore that Federal aid cannot serve more persons or purposes, or better ones, than by application to the improvement of the roads. It is aid of the sort to which even the most ardent State's rights advocate

hardly will object. If it is not constitutional, it should be made constitutional. A constitution is an expression of the people's will, and when it fails to express the will of the majority its amendment is in order.

These thoughts are suggested by the bill which the National Grange has caused to be introduced into Congress. It would have the Federal Government appropriate \$50,-000,000 for road improvement. As apportioned over a term of years, the amount is pitifully insufficient, but accepted as an entering wedge and as marking a beginning, it is a big stride in the right direction. The bill should be pressed home. Every organization should place its strength behind it. Led by the Grange, the cry of "special interest" scarcely is likely to be raised. Every effort brought to bear will be, therefore, more likely to achieve results. Men elected to public office appear to have a peculiar regard for the farmer vote and they are therefore likely to give more than usual heed to the Grange's bill.

### Meaning of Piston Displacement.

There is an apparent tendency to misconstrue the meaning of the piston displacement method of rating motors into some kind of an equivalent to horsepower. Piston displacement is known to represent only the factors of bore and stroke, yet because it is a rating, intended to supplant the old horsepower rating, it is inferred that it must also be a measure of the power produced. This it is not, in the strictest sense. and the two expressions must not be confused. Piston displacement is a measure of the amount of combustible gas which may be fired in the cylinder at one time, and nothing more. It determines the size of the engine, and to whoever succeeds in developing the greatest amount of power from a given size of motor is due adequate

That piston displacement alone cannot be considered an absolute measure of power is seen most readily by considering the effect of varying the speed of any motor. At one-half its normal rate of rotation, the average motor is capable of pulling only about half its normal load. If two motors having the same displacement, were to be built in such a way that one would develop its best power at double the speed of the other, it would also be the more powerful of the two. The displacement, coupled with the rate of revolution, is the basis of the power equation, and furnishes a reasonably close method of estimating or rating

power. But such is not the purpose contemplated in the use of the displacement formula, nor would it be suitable for that purpose if used alone, as just pointed out.

Piston displacement may be considered loosely as a convenient expression for the cylinder dimensions of the motor-as another way of saying "bore and stroke," so to speak. It is more than that, however. It expresses the "size" of the motor, and in so doing places it in a class apart from all motors of another size. In that sense, it places a maximum limit on its power in that not more than a certain amount of power can be obtained from the explosion of a given amount of gas. What that limit is, in terms of horsepower, or miles per hour, is left to be determined by competition. In that sense, it is a measure of power, since it groups machines which may be expected to produce corresponding results.

Displacement rating, therefore, tends to develop the most compact and mechanically perfect type of motor possible. It is an appropriate and convenient method of classifying and rating machines for purposes of competition or other comparison, and it is a truthful and unvarying factor, which neither shrewd trickery nor misinterpretation can cause to lie. It is a deliberate evasion of the power factor, and so chosen because horsepower has been abused out of all rational significance.

### Inconsistent Even in Name.

As offering a possible explanation of its asuming self-election as sole judge and "recognizer" of world's records-none of which must be made in America-attention is directed to the fact that the Autocycle Club of Great Britain spells itself Auto Cycle Club; and undoubtedly it makes it easier to understand how men guilty of that sort of spelling can imagine themselves to be the "whole thing" and be guilty of overlooking such a mere speck as the western hemisphere. The inconsistency, of such authography is made worse by the fact that the club is the tail of the Royal Automobile Club, which if it spelled its title Royal Auto Mobile Club probably would incur the displeasure of the King himself, and give the rest of the world cause for a hearty guffaw.

"Enclosed find my renewal. I certainly do appreciate the Bicycling World. It gives the sort of matter that interests cyclists and motorcyclists."—Charles F. Hansen, Jersey City, N. J.

### CORRESPONDENCE

### Rider Calls for Silent Muffler.

Editor of the Bicycling World:

Inasmuch as motorcycles have improved greatly in so many ways during the last few years it seems as if more attention could have been paid to the muffler question.

Ever since the motorcycle made its appearance and up to the present time the one great objection to them by the public at large has been the excessive noise from the exhaust, and if some genius could invent and put on the market a muffler that would throttle the noise so that it hardly could be heard, such as has been done, for instance, by the manufacturer of the Packard automobile, which cannot be heard coming 100 feet away, it would no doubt increase the sale of motorcycles (to which such muffler was applied) 50 per cent.

I have ridden a motorcycle for four years, and it naturally annoys one to hear from his friends the moment he owns up to the possession of a machine, "Do you ride one of those noisy things?"

Let us hope that either such improvement will be made in the near future in mufflers that will about, if not completely, make a noiseless machine, or that the movement started by the F. A. M. to compel if possible all riders of motorcycles to keep their mufflers closed in city limits, will meet with marked success.

F. H. CHASE, Brooklyn, N. Y.

### Steel vs. Iron Cylinders.

Editor of The Bicycling World:

Will you kindly inform me in next issue, which is the best cylinder for the motorcycle engine, steel or cast iron? Kindly state the advantages and disadvantages.

J. P. J., Omaha, Neb.

[The relative suitability of steel and iron for engine cylinders has never been absolutely decided. Considerable experimenting has been done with the steel cylinder, but at present perhaps nine-tenths of the motors used in this country are ordinary cast gray iron. The points of superiority of the steel over the iron casting in a general way, are its closer grain and greater strength per unit of cross section, which makes it possible to use a much lighter casting in steel than in iron, to do the same work. These facts tend to complicate design, on the other hand, since it is always very difficult to obtain uniform results in thin castings and particularly so when the metal is steel, which being tougher and harder, is more expensive to machine. Gray iron is a metal which is pretty well understood, and can be worked in any ordinary machine shop with good results; it is possible to obtain good castings in it without much difficulty and at very low rates. This is not true of the steel casting, which requires special treatment in the making, demands a high degree of skill in handling, and a specially expert

understanding of its properties by the designer who would make a success of its use. Unless it is possible to obtain the highest quality of material and labor in producing the casting, it may be considered safer to use iron in almost all cases.]

### The New York-San Francisco Record.

Editor of the Bicycling World:

Please let me know who holds the New York-San Francisco motorcycle record. What is it; who made it, and what machine he used; also what route did he follow?

R. L. OLSON, Philadelphia, Pa.

[Record was established in 1906 by L. J. Mueller, of Cleveland, Ohio, on a 2½ horsepower Indian. Time, 31 days, 12 hours, 15 minutes. He left San Francisco, August 10, and followed the usual route via Reno, Nev.; Ogden, Utah; Laramie, Wyo.; Omaha, Neb.; Des Moines, Iowa; Chicago, Ill.; Cleveland, Ohio.; Erie, Pa.; and Buffalo, Rochester, and Albany, N. Y.]

### Veteran's Views on Many Subjects.

Edwitor of the Bicycling World:

In order to shorten these dreary, stormy winter days I will endeavor to have a chat with my fellow tradesmen and bicycle riders, as the bicycle days are the bright and shining times of my life. My experience with bicycles dates back to 1867, when I built and rode what was then called the velocipede. It took me about as long to learn to ride it as it had to build it. I gave it up several times and believed that I had been "faked" by the paper from which I got the idea. However, I persevered and learned to ride it, although it had neither ball bearings or pneumatic tires.

Time went along until 1892, when I rode a Credenda, with solid tires. I changed these to M. & W. pneumatics, as I had started in the business, and have been a bicycle crank ever since. I do not remember the gear I used, but believe it was about 56 with 6 inch cranks.

I changed mounts very often, keeping up with the times, and found each new wheel better in many ways than the other. At my best I rode a 98 gear, and it had to be a long, steep hill that I could not ride; now I ride a 68 gear and have all I can do to get up a 7 per cent. grade as my wind has failed.

I must say I am a lover of a good coaster brake. I have one on my wheel that keeps the machine in perfect control at all speeds and on all hills; it is entirely reliable and easy, which I cannot say of the spoon or lever brake. I can recall several accidents happening about the year 1893-4 and 5. When those brakes were used, sand and dirt would clog them at the fork crown where the brake stem passed through the bracket and so the brake would not work. It was my custom to have a rider learn to use his foot to brake with in those early days. I tore the rubber off the canvas by using the spoon brake and besides they were unsightly. Then came the back pedaling brake. I

### COMING EVENTS

March 21, New York City—Tiger Wheelmen's annual championship home-trainer meet.

March 28, New York City—Century Road Club of America's annual dinner at Terrace Garden.

May 10, Valley Stream, N. Y.—Long Island Division Century Road Club Association's 10 miles handicap road race; open.

June 28, Valley Stream, N. Y.—New York State Division Century Road Club of America's 50 miles handicap road race; open.

September 20, Valley Stream, N. Y.— New York State Division Century Road Club of America's 100 miles record run; open.

find a few still in use; the arrangement was good in its time. In 1899 I fitted up with the Brown-Lipe two-speed hub--no coaster brake, but a free wheel between gears. I believe this was geared to 63 and 77. I was highly pleased with it, as it gave me a great advantage over other riders. On long runs it was very easy to see the difference. When using it I used my foot for a brake and perhaps would be using it yet only for my disastrous fall from my motor bicycle when my fork gave way at the crown and I fell on my head and remained unconscious for three days. This was in 1903, and I haven't fully recovered yet. Then my son rode the motor bicycle and got the idea that a two speed gear would be a fine thing, so I allowed him to take my two-speed Brown-Lipe and fit it to his motor bicycle. I did not get the opportunity to try it for he used it up too soon.

I have ridden the up to date two-speed coasters and am much pleased with them. I made one run of 581 miles, from Clearfield county, Pa., to Ulster county, N. Y. It was a pleasure trip of six days in 1893. That trip would have been complete with the up to date two-speed coaster geared to about 51 and 68: I mean for riding for comfort and pleasure.

I believe the high gear has had much to do with the drop in bicycle riding. The ordinary man rarely rides more than once a week, and then he is too soft for the high gear. He should use the medium, say from 68 to 84 and lower, if not riding much. As to size of sprockets and chains, we all differ a little. My choice is for the medium size sprockets, as I find that with the large ones when the chain stretches a trifle it climbs the teeth, while the small sprocket stretches the chain much faster. My choice in the width of the chain is for the 3-16; a smaller, say 1/8, does not serve as well. There is one chain that is a dandy for careless riders; it is the Whitney safety, with its pro-

#### UP FRISCO'S STEEPEST HEIGHT

Motorcycles Fastest in Buena Vista Hill Climb—Collins the Only Victim of Hard Luck.

San Francisco motorcyclists had their innings on Saturday, 8th inst., the occasion being a special hill climbing contest up the steep and tortuous Buena Vista hill, as a feature of the automobile show which came to a close in the auditorium in that city in the evening.

As usual the motorcycles cast in the shade the times made by the automobiles, only

2	A.	Schelini, Indian	1:39
3	C.	Peterson, N. S. U	1.44
4	W.	. G. Collins, Indian	1:443/5

#### Boston Money for Vailsburg Track.

L. W. Bowen, who built the Park Square indoor track at Boston, will probably erect the proposed six lap track at Vailsburg, according to latest report. The actual work of building the saucer will be done by Jack Prince, but it is understood that Bowen and Alexander MacLean will furnish the capital. Bowen and MacLean were looking over the field last week and upon their return to Boston said that an arrangement of this kind probably will be effected. In that event the new Vailsburg track will be



A. CHELINI, INDIAN, WINNING ON BUENA VISTA HILL

one, a racing car, being able to better the time made by a majority of the motorcycles. The fastest time was made by W. Dryer, who rode an Indian in the free for all in 1:35%. W. G. Collins came from Los Angeles to make a "killing," but bad luck was his only portion. In both of the events in which he competed Collins fell. In the first event his machine was broken and in the free-for-all he slid off at the dangerous curve. He picked himself up and went on to the finish, but could not approach the time made by the three other contestants in the event.

The summaries:

2¼ H.P. and Under.	
1 S. Muncton, Indian 2	:00
2 G. Netricott, Indian	:11
3 C. Mendelson, Indian	:20
4 G. Thompson, Torpedo	:21
5 M. F. Strouss, Light	:27
6 H. E. Carter, Indian 2	:32
7 S. Truit, Indian 2	:42
31/4 H. P. and Under.	
1 A. Chelini, Indian 1	:393/
Free-For-All.	
1. W. Dryer, Indian 1	:352/

managed by MacLean, who has successfully handled the affairs of the Park Square and Revere Beach saucers, while Prince will manage a saucer he expects to build in Baltimore. It is stated that both new saucers will open about May 3d.

#### To Defeat the Berkshire "Terrors."

Jacob's Ladder and Morey's Hill, those "twin terrors" of the Berkshire range in Massachusetts, may soon have their "teeth" extracted. Those "knobs" are no more comforting to automobilists than they are to cyclists and motorcyclists, and because of the fact several New England automobile organizations are endeavoring to raise a fund of \$15,000 with which to build a road around the two steep, rough hills, which since the F. A. M. endurance contest of last year have enjoyed national respect from the motorcycle standpoint. On that occasion, a hill climbing test up Morey's side formed a feature of the contest and the hopes it shattered and the number of perfect scores it wrecked now form a part of motorcycle history.

#### SPEED MARVELS WITH A MANAGER

Derkum and Collins Fall into Hands of a Vaudeville Man—F. A. M. Drops Them a Gentle Hint,

Paul J. Q. Derkum, the Los Angeles motorcyclist who so quickly flashed into prominence by reason of daredevil performances in two hill climbing contests and some sensational record shattering on a flat track, has lost no time in turning his prominence to practical advantage. In company with W. G. Collins, who shared some of the glory, he evidently intends to join the professional ranks as he has been acquired by a vaudeville manager who is starring the two men in true vaudeville fashion.

Shortly after they leaped into fame, a Los Angeles paper stated that they had been deluged with "offers" and that finally they had accepted "a twenty weeks' engagement in the East." What it meant did not become clear until this week, when one of the manager's letter heads made its appearance in this part of the country. It is a miniature theatrical bill poster. It bears portraits of both Derkum, "champion of the world," and Collins, "his racing partner," who in spread eagle letters are styled the "World's Greatest Speed Marvels." In smaller type appears "Management B. A. Fay, Season 1908." In still smaller type their value as box-office attractions are thus set forth: "Both masters of Father Time taking him by the forelock and laughing at Death"; "The two California bullets can be relied on to do a mile faster than the fastest"; "Each will try to beat their records daily until time will be clipped to nothing"; "Open dates for a few more weeks. Can you use them as a feature attraction?"

Derkum and Collins apparently will make their first appearance as vaudeville competitors at San Bernardino, Cal., on April 5th, Manager Fay having applied for an F. A. M. sanction for that date. When his application, written on his wonderful letter head, reached Chairman Douglas, of the F. A. M. competition committee, it is stated that Douglas borrowed a pair of glasses in order to make sure that his eyes read aright. He knew that he could not "use them as attractions," but when he had assured himself that this part of the communication was not directed to him, he granted the sanction. He also dropped a few gentle lines to both Derkum and Collins, suggesting that it will be a very graceful act on their part if they announce their intentions of entering the professional

It is probable that California will be represented in the next national motorcycle endurance contest. George P. Peterson, of San Francisco, writes that he expects to attend the F. A. M. meet and to enter the endurance contest.

#### SCHMIDT'S REPORT ALMOST MODEL

St. Louis Club's Captain Shows How It is

Possible to Make One Interesting—

Figures that Tell Something.

While the average report of the club captain usually is dry as dust and usually of interest only to his immediate fellow members, that it is possible to make such an account of the club's "doings" during the year attractive reading for any one interested in cycling has been proved by Captain A. J. Schmidt, of the St. Louis Cycling Club. In his annual report to the club, made early this month, Captain Schmidt brings out some statistics showing the growth of the club activity since 1906, and the increase of interest in club runs during that period. Captain Schmidt's report is as follows:

"The first official run of 1906 only brought out 14 riders, whereas, the similar run in 1907 produced that number alone on a Saturday night, and nearly 30 on Sunday. It is a fact to be noted that we have had almost as many wheelmen going out Saturday afternoon and evenings, during the past season, as we had out on Sundays, the year before.

"The first called run for 1907 was on Sunday, March 17th, to Ballwin; and when it is considered that the weather in this locality during the month of March, is none too promising from a cycling standpoint, that we should have had an average attendance of 25 for the month, certainly, omened well for the success of the club. During March, we had three outings, with a total mileage of 4,285.

"In April we had four runs, the first of which held down the crowd on account of rain. The highest number of riders out during the month was on the 21st, to Grover, when he had 31 cyclists on the road. Total mileage for the month, 5,300.

"The first run in May, was down the famous De Sota road to Bulltown. The day opened cloudy with a drizzling rain, and the bringing out of 20 for dinner, under such conditions, is marvelous. The largest crowd on an outing during this month, was on Sunday, the 26th, to St. Charles; 38 men being on the road. In reviewing the weekly reports for May, I find that it either rained on Saturday, or partly on Sunday, but regardless of these set backs, we had four runs, with a total mileage of 5,980.

"The first Sunday in June opened up similar to the Sundays in April and May—with rain; the weather did not, however, prevent 19 wheelmen from plugging on to Hilltown. The second week's run was the "Pike County Tour," and the participants in that event well remember how they stood around the hotel in Louisiana, waiting for the skies to clear. The largest number in attendance on a run in June was on the 30th, to Grover, when we had 35 out. Mileage for the month, 7,850.

"During the month of July, the club was able to work in an extra run on the 4th, and in no outing of the year were there so many different roads covered as on this day. Regardless of the fact that the older and younger element of our organization, select this day for the staying at home and blowing off of a lot of powder, we were able to muster out 31 riders, to Pond. This day's outing was also unique in that most of the cyclists staid out until late in the night. The month was also productive of causing 20 of our men to stop over night at Cedar Hill, and House Springs, on the 14th, on account of incessant showers in the afternoon and evening. The club held during this month an all-night camp-out on top of Rodgers Hill, on the De Soto Road. This event took place on July 27th. The highest number out was on the 4th; and the reason of this lies in the fact that there was too much wet weather on Sundays throughout the month. Mileage, 7,600.

"The first Sunday in August was one of the many gala cycling days of the year. The proposed hill-climb on Antire Hill, near High Ridge, brought out not less than 100 bicycles and motorcycles, and at least 50 of our own crowd were on hand. The attendance on runs during this month were 50, 43, 52, and 35. On the 18th, the club held a coasting and climbing contest on Solomon's Hill, near Manchester, with the number of wheelmen and motorcyclists on the road equaling the crowd at High Ridge. Total mileage for August, 7,800.

"September opened up with our "Labor Day Tour," through the wilds of Jefferson, Franklin, Washington and St. Louis counties, and with 16 active participants. The record of these two days show that the stayat-home group were very ambitious in mileage, as hardly any of them pedaled less than a century. On the following Sunday, the day's outing was marred by a heavy shower in the morning. On the 29th we had the famous Kimmswick hill climb, and as in previous events of this character, all that could be seen on the De Soto road were either bicycles or motors, so that naturally, in point of attendance, this day overtops all others in the month. The number of our men out was around 50. The average attendance for the month fell off, however, on account of so many of the steady riders being on their vacations, some touring the East, and others elsewhere. Mileage for September, 9,550.

"The month of October was eagerly looked forward to on account of the club's annual road race; this took place on the 13th; and the number of wheels of human and machine power along on that day ran around 100. The following Sunday the run was to House Springs, on the Gravois road, and as the race prizes were to be awarded, 49 wheelmen turned out. The outing of Sunday, October 27th, was called to the Illinois side, but a heavy, steady rain the night before put the east side roads under a ban. This did not deter 10 riders from pedaling out the Manchester road to Ballwin

and beyond. Total mileage for the month, 5,800

"As the time of the year was approaching which generally causes the older of our riders to hibernate, the attendance during November began to decline in number. The month opened with a ride to Cedar Hill; and the strong west wind blowing along the road that day presaged what was in store for cycling for the balance of the season. We managed however, to coax out 21 wheelmen; and had also, the same number out the following Sunday, on the run to Grover. On November 17th, the club held its barbecue at Fenton with about the same crowd on hand. The following two Sundays, including one that fell on December 1st, marked the final official runs for the year. The two outings are remembered by those who took part by reason of the cold raw weather; and as it was becoming dark too early in the day, few riders cared to venture far on the roads, hence the season closed with the run to Bulltown on December 1st. Mileage for the month, 4,300.

"In point of popularity during the season just passed, Hilltown was first, with Grover a close second. The surprise outing was to Byrnesville; the disappointment—Cloverdale. In point of varied enjoyment, the Pike county tour, with boat, bicycle and train ride, proved as attractive as ever. For strenuous riding, the Labor Day tour to Richwoods on the south, and St. Clair on the west, while not as severe as the St. Genevieve-Farmington trip, of the year previous, was just as enjoyable.

"The total number of outings were 39, but 4 are eliminated on account of bad weather. The total attendance therewith was: Members, 927; guests and visitors, 118. Average attendance per outing, members, 27; guests and visitors, 3. Total mileage for 35 runs, 57,465. Average mileage per rider for the year, 1,920. Average mileage per man to outing, 55.

"Had the year just closing been as favorable in weather as 1906, the club statistics would have shown some surprising totals."

#### Motorcycle Soldiers for Denmark-Perhaps.

According to a press despatch, a wealthy resident of Denmark—name not given—has left his entire fortune to the government for the purpose of forming a motorcycle corps, which shall be an adjunct to the Danish army. It is proposed to equip the new contingent with one hundred motorcycles, each of which will carry a light machine gun capable of firing 500 shots per minute. This will be the first regular army motorcycle corps in the world—that is if it materializes.

#### New Man on F. A. M. Committee.

R. D. Martin, of Kansas City, has been appointed a member of the national competition committee of the Federation of American Motorcyclists. Mr. Martin is president of the Kansas City Motorcycle Club and has a reputation as an intelligent worker.

#### ON THEIR METTLE AT BOSTON

Moran Beats Butler—John Bedell First in Two Exciting Races—Connolly Captures Amateur Event.

John Bedell, once known as the Long Island clam digger, and James F. Moran, the Chelsea milkman and pork merchant, shared honors-and tash-at the regular Saturday night meet at the Park Square indoor track, Boston, 14th inst. Moran defeated Nat Butler, of Cambridge, in two straight heats of five miles each in their motor paced match, while Bedell annexed the money in both pro sprint races, the ten mile open and the one mile "miss and out." Walter Bardgett, of Buffalo, and N. M. Anderson, of Denmark, were the runners up in both the sprint races. Tom Connolly sprung a surprise in the amateur open when he defeated George Cameron, the speedy New Yorker, in a handy manner. A crowd numbering 4,000 cheered the respective win-

Moran made good his reputation as one of the best pace followers in America when he defeated the veteran Cambridge rider in a decisive manner. The wealthy Chelsea landlord rode in his old aggressive manner, with head down and plugging all the time as if he was doing a two lap workout, instead of a five mile race against one of the recognized cracks of the world. Moran has not had the chance to perfect himself in the dangerous art of following motors to such an extent as has the veteran Butler, so that his victory of last Saturday night is all the more to his credit.

The race was run in two five mile heats, best two in three, from a flying start from opposite sides of the track. There was need but for two heats as the milkman hogged them both. In the first heat Butler, with Charles Turville on the motor, started from the tape, while Moran and Ruden got away from the backstretch. Butler's motor missed fire on the first mile and the heat was restarted. At the gun Moran loosened his joints and gradually gained on Butler, who appeared to be afraid to let himself out. On the second mile Moran got up to Butler's pedals and after a neck and neck battle for two laps, which brought the large Chelsea delegation to their feet yelling lustily for their dear "Jimmy," his superior strength enabled him to pass. Instead of easing up Moran continued to "bat it out" for all he was worth and had Butler groggy at four miles. Moran was not going to take any chances of his motor failing at an inopportune moment so he continued to make distance while the motor moted. At the gun for the final mile Moran passed Butler for the second time and the heat was his by a good margin,

Moran had the tape in the second heat an although he began his ride as aggressively as in the first heat it was apparent that Butler was out to give him a harder battle than in the first heat. Lap after lap was ridden without apparent gain until the final mile was begun. At that time Moran was plugging as hard as he ever rode in his life, with a lead of about a quarter of a lap. Butler began to cave and then the Chelsean moved up to a trailing position which he held until two laps to go. Moran yelled to Ruden to "let 'er go!" and the effect was instantaneous, Moran was alongside Butler in a wink. The latter returned with a sprint, but Moran was the stronger and as the pair entered the finishing straight neck and neck the milkman forged ahead slightly and won the heat and race in as pretty a finish as has been witnessed in a paced race in many a day. Usually paced races are not marked by exciting finishes.

Manager MacLean reckoned well when he put a miss and out race for professionals on the program. Novelty races always are popular with the crowds and when managers learn to give the patrons something in the line of variety, instead of the same old monotonous program meet after meet, they will have learned a lesson the value of which will manifest itself in increased box office receipts. The miss and out was the first held on the indoor track and excitement attending each sprint at the end of every second lap when the last man was counted out as in a game of tag, was adequate testimony of the popularity of the race. The race was run in two heats with four men qualifying in each. This elimination put the Bedell brothers, Walter Bardgett, Floyd Krebs, E. F. Root, George Wiley, Hugh MacLean, and N. M. Anderson in the final. Little Wiley, of Syracuse, was the first caught napping and he was called out on the second lap, while Anderson, of Denmark, "got the hook" on the fourth. Hugh MacLean took the count in the sixth and the last call was made to E. F. Root, several times a six day winner. That left the two Bedells, Bardgett and Krebs to fight it out. John Bedell, the lanky Long Islander, led until the bell, when Bardgett, with a great burst of speed, dashed to the front. John Bedell was after him like a Long Island hen hawk, and the last lap was a real fight. Entering the stretch Bedell was at Bardgett's pedals and with a last effort he came up on the outside and won by the width of a tire. The time-2:043/5was the fastest time yet made in a mile open on the indoor track.

With special prizes at the end of every half mile there was some lively sprinting in the ten mile open for professionals. George Wiley took five of the small change purses, while Pat Logan, of South Boston, and Dennis Connolly, also of Boston, got four each. J. T. Halligan, of Newark, won three, and A. W. Holbrook, of South Boston, took the odd one. A fall put Edward Rupprecht, of Newark, out on the fifth mile, and after riding four-fifths of the distance Menus Bedell had to quit when his chain jumped the sprocket.

As usual, little Wiley sought to be the

drum major for the last mile, and he remained in the lead until Logan, the soft spoken orator from South Boston, decided to take a hand. At four laps to go John Bedell, with Bardgett and Root trailing, went up. The Buffalonian jumped but made his bid too soon, as Bedell took the lead again, until suddenly, at one and one-half laps to go, a figure in black shot up on the bank and down in front like a rocket. It was. Anderson, the Danish ex-amateur, and he staked his all on that jump. Bedell fought heroically, and with head down he and the Dane took the last lap side by side. For a moment it looked as though both must be hurled into the inside rail as neither would give way an inch to the other and their elbows touched as the last turn was reached. In the stretch Bedell had a final jump in his legs and the last gasp carried his front wheel three inches ahead of that of the Dane. It was a whirlwind finish and the fans gave Anderson a hearty ovation for his magnificent ride. There was just as good a fight for third money between Bardgett and Krebs. The "Flying Dutchman" wanted the purse badly, but as Bardgett's gum had the pepsin chewed out of it several days before, he was determined to renew the supply even at the risk of incurring the displeasure of the haughty Teuton. Bardgett got his gum money and Krebs had to be content with a smaller amount for finishing fourth. Root was a good fifth.

With a good position at the gun for the last lap, Tom Connolly delivered a win in the five miles open for amateurs. George Cameron rode in his usual good style, but was not equal to the task of taking the Boston rider's measure in the final spurt. Fred Hill, of Watertown, took third prize, with Joe Currie fourth.

The summary:

Five miles, motor paced match, professional, between James F. Moran, Chelsea, and Nat Butler, Cambridge—First heat won by Moran. Time, 8:19%. Second heat and race won by Moran. Time, 8:18.

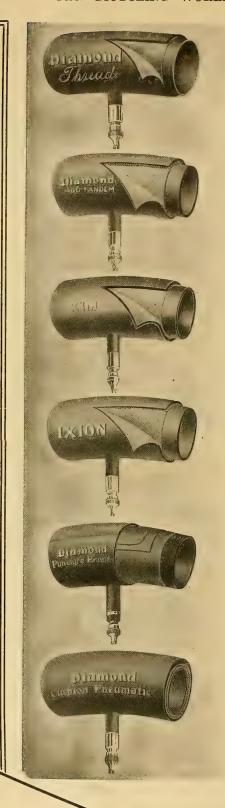
One mile miss and out, professional—Won by John Bedell, Lynbrook, N. Y.; second, 'Walter Bardgett, Buffalo. Time, 2:043%.

Ten miles open, professional—Won by John Bedell, Lynbrook, N. Y.; second, N. M. Anderson, Denmark; third, Walter Bardgett, Buffalo; fourth, Floyd Krebs, Newark; fifth, E. F. Root, Melrose. Time, 24:21. Special half mile prizes—Wiley 5, Logan 4, Connolly 4, Halligan 3, and Holbrook 1.

Five mile open amateur—Won by Tom Connolly, Boston; second, George Cameron, New York City; third, Fred Hill, Watertown; fourth, Joe Currie, Boston. Time, Time, 12:18%.

#### Road Race for Coaster Brake Riders.

A road race which is novel in that all the bicycles used will be required to be fitted with coaster brakes, is on the German calendar for June. It will be over a distance of 388 miles.



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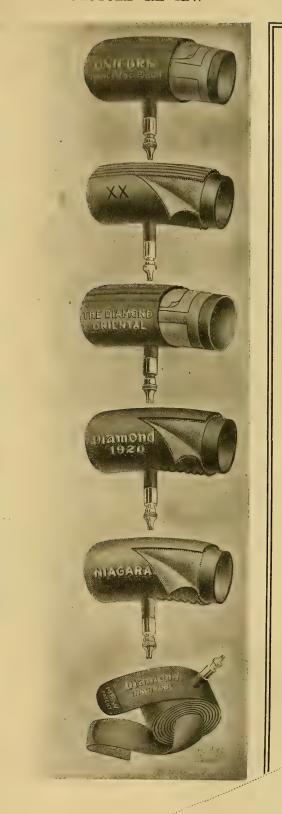
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Diamond Rubber Company Akron, Ohio

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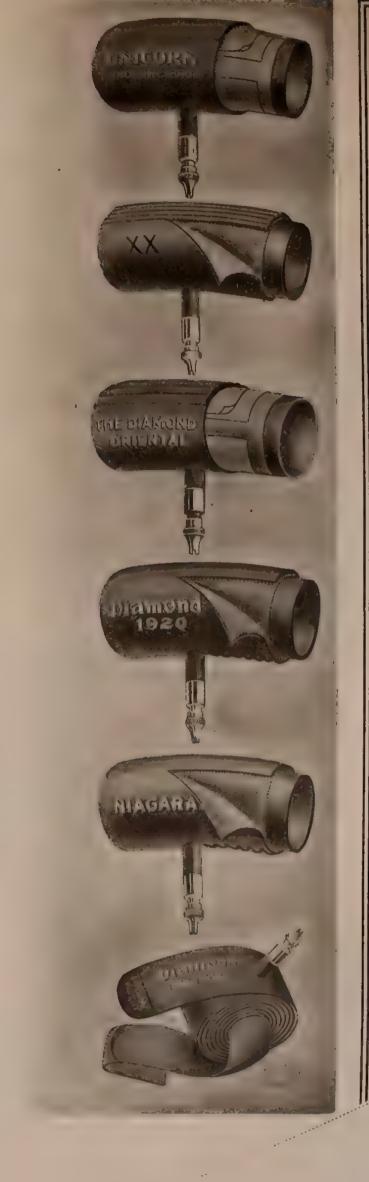
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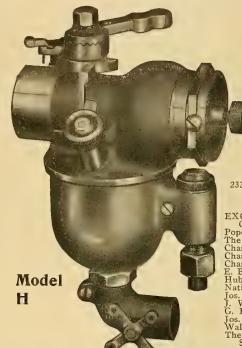
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# HE SCHEBLER CARBURETER



#### STANDARD OF THE WORLD Built for Motorcycles

We own and operate the largest factory in the world devoted evclusively to the manufacture of Carbureters. Capacity 20,000 Carbureters a Month. We can take care of the Carbureter business of the world. Orders filled same day they are received.

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Do not send your orders for these live ones to a dead jobber.

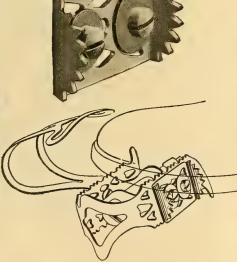
> Yours to command, THE PERSONS MFG. Co.



Persons Saddles

are the

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# PERSONS

To Roll the pedal with the foot Complete with Bolts, Nuts, and Washers. Price per Pair.....

#### MR. JOBBER:

There is more doing in Persons goods than ever this spring. Are you in? Faithfully yours, THE PERSONS MFG. CO., Worcester, Mass.



They may Imitate but

can never EQUAL

Persons Goods

#### TROPHY FOR PRIVATE OWNERS

Dessau Offers Gold Medal to Stimulate
Amateur Motorcycle Contests—Suggests a Scale of Points.

Thanks to David Dessau, a New York member of the Federation of American Motorcyclists, the private owner will have an additional incentive to spur him on. In a letter to the president of the organization Mr. Dessau this week presented a gold medal to be awarded to the private owner who during the year 1908 makes the best record in open competition, events restricted to private owners to be so classified

Mr. Dessau, who himself is a private owner engaged in the diamond business, places no restrictions on the nature of the contests, but stipulates that they shall be limited to amateurs and that the F. A. M. rules shall be complied with in every respect. He suggests that the award be based on the following scale of points: 5 points for a first place, 3 points for a second and 1 for a third; also that all survivors of the national endurance contest be credited with 5 points each.

The gift has been accepted, of course, and Mr. Dessau's suggestions will govern the competition. In its way, the Dessau medal will serve to bring out "the man of the year," for while there are men in the trade who are amateurs in the true sense of the word, there are many of their fellow men who will not give them the credit.

#### Baker in Front in a Skating Rink.

"Daniel II" Baker—his real name is Thomas W.—won the pursuit race which featured the program at the Zoo skiting rink in Baltimore on Wednesday night, 18th inst. The race was run in two heats and a final and Baker overhauled his opponent in the first heat, after riding 10½ laps in 2 minutes 2 seconds. The second heat went to Harry Brunner, who covered 9¾ laps in 1:43. Baker overhauled Brunner in the final heat, riding 10½ laps in 1:59. The race was held under the direction of the Crescent Bicycle Club, who expect to hold a meet in the rink next Wednesday night, 25th inst.

#### Pushing the Atlantic City Race Project.

Atlantic City may have an amateur six days race next month, as outlined in the last issue of the Bicycling World. Charles A. Van Doren, the "big noise" in cycling affairs at the seaside resort, stated this week that the proposition had not fallen through, but that he is putting forth every effort to make such a race a reality. Van Doren stated that he has had several conferences with the manager of the Million Dollar Pier, and that the latter is very favorable to the project, and will let the auditorium hall be used for bicycle racing

from Saturday, April 25th, to Saturday, May 2d, inclusive. Van Doren was told to prepare his plans, and secure bids for the erection of the banked turns at each end of the large hall, plans for which are now being drawn. As stated, it is proposed to hold an amateur team race lasting six days, the riders being on the track only a few hours each day. As the hall is large enough to accommodate an eight lap track, the contest, if held, doubtless will prove interesting to the thousands of pleasure seekers in Atlantic City at that time.

#### "Thirteenth" was Lucky in Armory.

William Vanden Dries, riding from scratch, won the one mile handicap at the games of the Twenty-second Regiment, held in its armory, New York City, Tuesday night, 17th inst. F. Eliott Adams, from 65 yards, was second, and P. Cox, 80 yards, finished third. Time, 2:34. The inter-regiment team pursuit went to the Thirteenth Regiment, represented by Owen J. Devine and Frederick Carman, who defeated the Twenty-third Regiment's team of Wanner and Brown. The Twenty-second Regiment team was disqualified. The race went for two miles and the time was 4:41%.

#### Concourse Club Takes Formal Shape.

The Concourse Motorcycle Club, of New York City, which has existed for several months in loose-knit fashion, has taken definite and regular shape by the election of the following officers, who were chosen on Monday last: Arthur W. Morse, president; Chas. A. Busch, vice-president; F. Larsen, treasurer; W. A. Fisher, secretary; Maurice P. Sullivan, captain; Chas. N. Busch, 1st lieutenant; Benjamin Loft, 2d lieutenant; directors, J. C. Foley, F. H. Gunter, Benjamin Loft; trustees, A. M. Smith, Geo. Herberger, Chas. W. Busch, Geo. Woods, Alfred Scherer.

#### Planning a New York Parade.

The suggestion of a bicycle parade, which is stirring the St. George Wheelmen, of New York, was discussed at the annual dinner of that club, which occurred on Saturday last. All of those present favored the idea of a turnout which would have Coney Island as its destination, but before making a definite decision or announcement, Capt. W. R. Roper was commissioned to obtain the sentiment of the other cycling clubs in the city; and this he, of course, will do. The St. George Wheelmen is unique in that only Englishmen are eligible to membership.

#### Buffalo has One More Club.

The Malta Cycle Club has been formed in Buffalo, with headquarters at 7 Oak street, and the following officers: President, F. McConnell; vice-president, J. F. Collie; secretary, P. B. Elliott; treasurer, F. D. Barton; sergeant-at-arms, A. W. Butler; trustee, F. Miller. It is stated that the club has been organized for the purpose of promoting the use of the bicycle for "both business and pleasure."

#### **JACQUELIN MEETS HIS WATERLOO**

Vanden Born Beats Him in Straight Heats
—Collins Again a Winner—Sherwood
Arrives in Paris.

Edmond Jacquelin, the erratic Frenchman who came to America last December with the intention of riding rings around all the other contestants in the six days bicycle race, and whose "cork" went out with a loud pop in the early hours of the race, but who nevertheless has been having things much his own way since he returned to France, met his master on Sunday, 8th inst., at the Velodrome D'Hiver, Paris: Charles Vanden Born, the Belgian sprinter, defeated Jacquelin in two straight heats in their match, an unlooked for proceeding that caused the one time champion of the world exceeding discomfort and surprised about 8,000 Parisian "fans."

The heats were at 1,000 metres and in the first the Belgian crack compelled Jacquelin to take the lead until the last 200 metres. Then Vanden Born jumped, and although the Frenchman returned the attack with all the vigor that was in him, he was not equal to the task and the heat was the Belgian's by a clear length. The second heat was somewhat slower than the first, on account of considerable jockeying by both Vanden Born and Jacquelin, and the latter made the first jump. It looked all up with Vanden Born for a few seconds, but when he got in motion the lead Jacquelin had secured by the jump was shortened little by little and at the tape the Belgian had an advantage of a half length.

Elmer J. Collins, the young American pace-follower, had little difficulty in winning the 25 kilometres paced race, in which Dussot and Seres were against him. Short races are to the American's liking and he also had the advantage of excellent pace from Gus Lawson. Collins rode well from the start and at the fifteenth lap he scored one on Dussot, lapping Seres ten laps later. Collins continued his good work until the finish, which found him a little more than three laps ahead of Dussot and more than five laps in front of Seres. The distance was covered in 19 minutes 9½ seconds.

The hour race behind big machines went to Guignard, who covered in that time 78.265 kilometres. Parent was second with 77.3 kilometres, and Darragon third. At the finish he had completed 76.6 kilometres.

After qualifying for the final heat along with Martin, Comes and Paulmier of France; Benyon of England, and Doerflinger of Switzerland, Oscar Schwab of America was defeated in the 1,000 metres scratch race by the overgrown Swiss rider by about ten inches. Comes was a close third.

Charles A. Sherwood arrived in Paris on March 10th, after an uneventful voyage on the Kaiser Wilhelm, and immediately secured quarters at the Joli se Jour, where Tommy Hall, Gus Lawson, Walthour, and Collins take their meals regularly. Sherwood will begin training at once and will make his debut at the Buffalo velodrome on March 29th in a match against Jacquelin. The young American has already created a favorable impression and while not one of the Parisian racing experts think he will defeat Jacquelin, they predict that the examateur champion will make the French crack ride all in to win. Sherwood will confine his riding to match racing and will meet the fastest sprinters in Europe during his sojourn on the continent.

According to advices from Paris Walter Bardgett, now riding at Boston, "prefers the Buffalo of Paris to the Buffalo of America." It is announced that the American sprinter will arrive in Paris the latter part of this month to ride at the Buffalo track this summer. Despite the apparent authenticity of the announcement Bardgett has not decided to accept the offer from abroad as yet.

#### Exciting Sport in Buffalo Armory.

The old Sixty-fifth Regiment arsenal on Broadway, Buffalo, the scene of many exciting athletic games and bicycle races in the past, came back to its own St. Patrick's night, 17th inst., when the first set of races and games were held since the regiment moved into its new armory. A large and enthusiastic crowd applauded the stirring finishes, especially those in the bicycle races. The meet was held under the auspices of the Buffalo Athletic Association.

On account of the sharp turns there were several falls in the two bicycle races and the riders most daring in negotiating the sharp unbanked curves got the prizes. Fred McCarthy, one of the best riders in Canada, felt his inexperience on the turns. Tony Burk, with 80 yards handicap, took the first heat of the two miles handicap from John Tanner, and the long markers had things their own way in the second, Krushel winning, with Stauber second. Krushel rode a heady race in the final and won the prize with Stauber second and Ervin Arenz third.

Fred Schudt had little difficulty in capturing the five mile open. He got out in front and stayed there both in his heat and in the final. Tanner finished second, and Mercer was third. The summaries:

Two miles handicap—First heat won by Tony Burke (80); second, John M. Tanner (scratch); third, Josephy Zoller (160); fourth, Ed Delling (scratch). Time, 5:21%. Second heat won by Albert Krushel (150); second, John Stauber (160); third, R. J. Hoover (50); fourth, Ervin Arenz (10). Time, 5:16%. Final heat won by Krushel; second, Stauber; third, Arenz. Time, 5:14.

Five mile open—First heat won by Fred Schudt; second, J. M. Tanner; third, Al Mercer. Time, 5:38%. Second heat won by Krushel; second, Ed Delling; third, Ed Felber. Time, 5:25%. Final heat won by Schudt; second, Delling; third, Tanner. Time, 13:55%.

#### FIRE FIGHTERS ON BICYCLES

Each of Turin's "Pompieri" is an Animated
Piece of Apparatus—Equipped for
Efficient Early Work,

A fire fighting bicycle, carrying a reel of hose and a nozzle, not to mention the rider's equipment of wrenches, hydrant keys and fire lance or light bar, is a novelty which would be likely to attract a deal of attention if exhibited on the streets of New York, and if displayed as a regular part of the fire department's working equipment, the resulting sensation would be likely to be a powerful and lasting one. Yet such an out-



TURIN'S BICYCLE FIRE FIGHTER

fit has lately become a part of the regular paraphernalia of the city fire brigade of Turin, Italy, and seems likely to pay its way within a short time.

As the picture shows, the "pompieri" are furnished with a bicycle of special construction, the purpose being to get a representative of the department at the scene of every fire as soon as possible after the alarm is given. The equipment is sufficient to enable the fireman to get at the base of the fire and determine its probable seriousness while it is yet incipient, while in many cases the single stream of water which it is able to direct may be sufficient to check the blaze before the engines arrive on the scene.

The bicycle is constructed in such a way that 25 metres, or about 82 feet of hose can be carried on a specially constructed reel, built into the frame, the nozzle being attached to the handle bars. The long firelance is strapped to the back of the patrol who mounts the wheel, and thus, though somewhat heavily accoutred, from the standpoint of the ordinary cyclist, he is still able to make much better time that the regular apparatus in answering an alarm.

#### Cyclist Gets Damages from Dog Owner.

"They do some things better abroad," as for instance, applying the law making owners of dogs responsible for the acts of the animals. In the London Court of Kings Bench a cyclist who was knocked from his wheel by a dog recovered \$750 damages.

It appeared that while the plaintiff was riding along the highway near the defendant's house, a dog belonging to the defendant rushed at the plaintiff, throwing him from his wheel and causing him to sustain injuries to his knee and wrist, which prevented him from attending to his business for some time. It was further alleged that the dog frequently attacked passing wheelmen in the same manner. The defendant admitted ownership of the dog and entered a general denial of all allegations. The court, however, gave the cyclist half the amount he sued for.

#### Parisians Riot Over Umpires' Decision.

Parisian "fans" are an enthusiastic, excitable and demonstrative lot. Their "enthusiasm" frequently has led them to batter down the doors of the riders' cabins, throw bottles, papers, canes and other litter on the track, and even to assault the race officials. An instance of the sort was cabled to this country this week. According to it the spectators at the races at the Galerie des Machines, last Sunday, 15th inst., becoming enraged at a decision of the umpires, wrecked and set fire to the grandstands. Three hundred police recerves had to be called out before order finally was restored.

#### Handing Kellogg a Compliment.

In some parts of the South the idea seems to prevail that a record breaker cannot be a real gentleman, as the always gentlemanly Stanley T. Kellogg, who is "doing" all of the Southern States in the interests of the Hendee Mfg. Co., may or may not have discovered. In reporting his presence in the city an Alabama paper states that Kellogg "proved to be a very model gentleman, notwithstanding the fact that he holds the title to the speed records from one mile to one hour."

#### Boyle at Head of Scrantons.

Officers have been elected by the Scranton (Pa.) Bicycle Club, as follows: President, William F. Boyle; vice-president, H. R. Van Duesen; treasurer, Philip H. Graff; captain, Dr. L. D. Roberts; directors, William R. Roper, E. R. Connelly, Frank W. Covert, Dr. Charles Falkowsky, Jr., Frank H. Stair, John S. Luce, A. P. Clarke and Charles Adams.

#### Baltimore Adds a New Club.

Baltimore, the city of monuments and bicycle clubs, has another of the latter to increase its already large list. The Peacock Wheelmen, recently organized, held its first club run last Sunday, 15th inst. The riders pedaled to Pikesville and return.

Germany has a Workman's Cycling Federation. It is said to have 100,000 members,

#### WATCHING THE ROADSIDE REPAIR

Lesson Taught by a Spoiled Outing—Little
Part Lost Proved Large as a
Mischief Maker.

"If I can't do a thing myself, I do as much of it as I can, and then I watch the other fellow like a hawk, while he does the rest."

Having thus prefaced the remarks which were sure to follow, the Experienced Motorcyclist paused. There was an ominous glitter in his eyes as he glanced from one to another of the assemblage; it was evident that he hoped for an interruption. It was equally plain that he longed for the Youngster as a victim, but that individual, wise in his generation, held his peace. Presently the speaker continued:

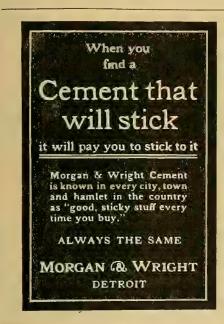
"As Spartacus remarked to the gladiators, 'I was not always thus,' but I am now and I will be in the future, for I had my lesson about three years ago and I learned it well. Now I want to say right here that, because I am always talking of trouble it is not to be taken that nothing but trouble has been my lot. Far from it, for every bit of annovance or delay that I have encountered I have had hundreds of miles of delightful riding; and you must remember, too, that I am one of the old timers. I began riding when motor bicycles were not as perfect as they are now, and when no one had much knowledge of them. Since I bought my first machine they have been vastly improved and are no longer the mystery they used to be. My story? Oh, yes:

"It happened one Sunday afternoon late in the season. I had had a continuous run of good fortune and good management for several months, and I started out with a friend, confident that no unpleasant feature would mar the pleasure of the trip; yet that day brought me a mishap that took considerable conceit out of me, and impressed on my mind that the 'calm precedes the storm.' We had traveled about a hundred miles and were on the homeward trip. Two or three times I had been forced to wait for my companion, who had been somewhat delayed by carburetter trouble, and as he had run out of gasolene also, it necessitated a further wait until his tank could be refilled.

"When both of us had filled up, and put in fresh oil, we went on at a merry pace. I was in the lead when without warning, my machine quit and I found I had no compression. The hasty examination that followed showed that the exhaust valve had broken. Fortunately I had another, and while I was getting it out of the tool bag my friend got busy with the engine and soon removed the stem and head of the valve that had gone bad. As that was merely a one man job, and as he had started it, I did not interrupt him, but confined my attention to some petty tinkering elsewhere

—put a little more air in one of the tires and dusted off a bit.

"He was particular to make a good job of it, even taking time to grind in the new valve. Oh, no; it was not to be a temporary repair by any means. Finally it was finished and while he gathered up the tools, etc., I jumped on for a short trial spin. It went all right, but before I got back to where he was standing, I heard an unusual click that I did not understand. I spoke to him about it, but after a short discussion and a hasty inspection, we concluded that it came from the spring settling into place and we dismissed the subject. Gathering my tools, and not forgetting the old valve, I noticed, as I picked up the pieces



of the latter, that the little teat on top of the valve—the little thing with the slot in it, where we put the screw driver when grinding in—was missing, and I spoke to my companion, suggesting the possibility of its having been left in the cylinder, but he pooh-poohed the idea and said it was probably in the dirt somewhere around, so we mounted and started on.

"We had gone but a short distance—not over a mile—when crash went something beneath me and I was out of business. I knew then where the missing piece had been

"Telling my companion that there was no use of his staying with me, as there was nothing he could do for me, I started him home and after releasing my engine, I jumped on and slowly kicked the pedals to a railroad station several miles away. There I got on a homeward bound train, and thus finished my outing.

"Well, that piece of metal cost me a new explosion head, the old one having been ruined, probably by the piece getting on top of the piston and wandering around until it landed on the exhaust valve, where it was forced against the cylinder wall which it broke. My friend should have

known better; he should have been more careful and so should I; but experience is the only school for some of us, and though it's a hard school, it's the only one a fool will learn in."

The Experienced Motorcyclist paused. As he was lighting his pipe the Youngster broke in:

"Now really, old man, don't you think you took a lot of time to tell us what school you had to go to for your extensive knowledge?"

Of course it was said in fun, and the E. M. undoubtedly appreciated the spirit of the remark, but he was longing to swat the Youngster and here was the opportunity.

"Yes, I may have taken up a good deal of your time to teach you very little," he said, "but your remark suggests a little incident that I heard of while riding in a region not far from here. A man, riding through the mountains, near one of the little towns, came up with a mountaineer leisurely driving a herd of pigs.

"'Where are you driving the pigs to?' asked the rider.

"'Out to pasture them a bit.'

"'What for?'

"'To, fatten 'em.'

"'Isn't it pretty slow work to fatten them up on grass? Up where I came from, we pen them up and feed them on corn. It saves a lot of time.'

"'Yaas, I s'pose so,' drawled the mountaineer, 'but, hell! what's time to a hawg?'"

And the Experienced Motorcyclist sank into the quiet oblivion of a clam, but with a wicked look in his eye.

#### Leary Leads Maryland Mile Hunters.

Edward Leary leads in the century-mileage competition conducted by the clubs in Baltimore. The standing on March 1st was as follows: First, Edward Leary; second, George W. Pabst; third, G. Edward Towson; fourth, Thomas W. Baker; fifth, Harry Brunner; sixth, Charles O. Reville; seventh, William H. Bush; eighth, Robert L. Shanklin; ninth, Frederick E. Mommer; tenth, Francis Woolford; eleventh, William H. Leonberger; twelfth, Thomas S. Taylor; thirteenth, Frederick Welsh; fourteenth, William H. Logue, Jr., fifteenth, Leo Schlimme; sixteenth, John J. Heim.

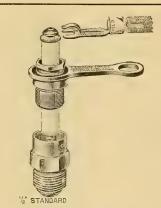
#### New Yorkers Aroused for F. A. M. Meet.

Unless signs fail, Parlor A in the Grand Union Hotel, New York, scarcely will be large enough on Monday evening next, to hold the crowd interested in bringing the F. A. M. 1908 meet to New York. H. J. Wehman, who issued the call for Monday's meeting, states that it has created more enthusiasm and brought more responses than there was reason to anticipate.

#### Birmingham Slates Motorcycle Meet.

The Birmingham (Ala.) Motorcycle Club has programmed a race meet for April 26th, which is Decoration Day in the South. Six events, three of them handicaps, are on the card.

### Two Good Things for Motorcyclists



#### Breech Block Spark Plug

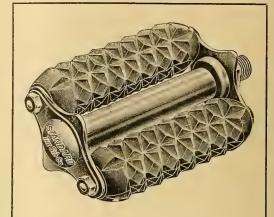
A plug that can be instantly opened and cleaned. Cannot jar loose. Guaranteed against leakage.

Affords a priming cup and also a compression relief.

#### The Opinion of a Rider

I am sending you under separate cover my Breech Block spark plug ½" Standard for which you kindly offered to exchange a plug of Metric thread. If you can give me a plug with a thumb nut instead of a clip I should prefer it as my secondary wire is so arranged for that style of terminal. I have found your plug to be absolutely reliable under all conditions, and even when the engine was flooded with oil, which would put any plug out of business. H. D. HANNAH.

H. D. HANNAH. Montclair, N. J



#### Standard No. 3 Pedal

The wide tread pedal that has added a new luxury to motorcycling. Made of the best steel and rubber stock. Dust cap of new design; cannot jar loose.

Write for Prices and Printed Matter.

THE STANDARD COMPANY,

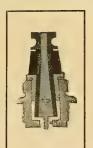
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Torrington, Conn.

#### Don't Be Caught Empty Handed

Mr. Dealer!

The fact that 75 per cent. of the leading Motor-cycle manufacturers have adopted the



# SPLITDORF Motorcycle Plug

on their engines speaks louder than any words of ours.

It shows conclusively that you should always have a good supply of these famous Plugs on hand.

Ask Dept. I for our new catalog

#### C. F. SPLITDORF

Walton Avenue and 138th St.

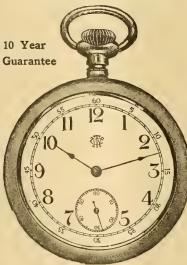
**NEW YORK** 

Broadway Branch 1679 Broadway

## GOLD WATCH—FREE

WITH NEVERLEAK

For 36 "NEVERLEAK" certificates we will send you this fine, 10 year guaranteed, solid gold filled watch. You simply cannot tell it from a \$100 solid gold watch. It is an open face, No. 12 size very latest thin model,



ry latest thin model, and has a fine 7 jewel American movement, bridge model, nickel damaskeened with cut expansion balance, safety pinion, screw bankings, straight line lever escapement, hardened and tempered Breguet hair spring, quick train, exposed winding wheels and is fitted with white enameled dial. It is stem winding and stem setting. Any "NEVER LEAK" premium certificates will apply on the watch. Twenty-four certificates will entitle you to a Regulator Clock, or twelve certificates to a Brass Sign as mentioned in previous ads

BUFFALO SPECIALTY CO., Buffalo, N.Y.

#### CORRESPONDENCE.

(Continued from Page 882)

tecting sides. The roller chain is a fine working chain for though my experience with it has not been entirely satisfactory, I have customers who want nothing else; I find it soon stretches and gets out of good running order. I use a good block chain and keep it well oiled, not on the outside to catch dirt, but in the joints. My chain runs as smooth and easy as a roller chain and lasts much longer.

In 1901 I bought for my own use a Patee motor bicycle. Of course it was all Greek to me and to every one in this locality. Finally, after wasting two sets of batteries, I got it started and away I went, only striking the high spots in the road. It stopped suddenly after going about two miles. After hunting for the trouble for several days, I concluded that the coil was broken down and sent it to the Dow people-as it was theirs. As they returned it saying that it was all right, I started hunting again, and found that all my trouble was caused by a small piece of some gummy substance that had caught between the platinum on the contact blade and the adjusting screw. When I fixed this the machine was all right and I kept improving on it until it was a dandy; it made thousands of miles for me. It was fitted with G & J clincher tires, and when these would wear out I re-treaded them and they lasted for another year. Twice the forks broke; one of these times was when, after an 85 miles ride, I was back within a stone's throw of my house and crossing a grass walk. This fall did me up seriously.

In 1904 I started in the automobile business, and am in it yet, but if I had my chance again and my choice, give me the bicycle, as it is to-day with a good two-speed coaster brake.

I ride my old aluminum bicycle made by the St. Louis Wood Gutter and Refrigerator Co. This machine is said to be worthless by makers of steel wheels. The cyclometer now on it registers over 9,000 miles and it has had others that are broken and lost.

Tires have much to do with giving comfort and satisfaction. I always use first quality double tube. I find they are lasting and very fine in coasting, and I can go much farther than the average rider before they wear out; and that is because of the quality. Also I use a spring seat post; it takes the place of a cushion frame and gives a great deal of comfort. I find that the question of equipment is a personal one. What pleases one does not suit another.

J. B. COONS, Kingston, N. Y.

#### Piston Displacement vs. Horsepower.

Editor of the Bicycling World:

I was a little surprised and disappointed when I found nothing in this week's issue on the subject of horsepower and the cubic inch rating of motors. I had looked forward to considerable discussion of this subject, especially in the Correspondence

column, and there is one point which I had particularly hoped to see brought out in your paper.

No doubt the term "horsepower," as it has been used in the rating of motorcycle motors, has been very indefinite and vague, but the cubic inch rating will also prove indefinite and misleading unless one other factor is considered, and that is the number of revolutions made by the motor in a stated time when developing its maximum amount of power. Some motors of large dimensions suffer by comparison with motors of considerably less capacity if one considers only the quantity or cubic inches of gas consumed in each explosion. But when the slower rate of revolution of the larger motor is considered and the amount of gas (cubic inches) used in a stated time is compared with the motor of less capacity, but which owing to its greater number of revolutions in the same stated time, will be found to have consumed as much or more gas than the larger motor, the larger motor does not suffer materially.

I am not advocating the larger motor as against the smaller. I have ridden over both types, and I recognize the superiority of the small, high speed type of motor in which the impulses follow each other rapidly, giving an almost continuous "torque" to the driving wheel.

But to get back to my point. A motor of 30 cubic inches capacity, running at 900 revolutions per minute, will consume 450 (half the number of revolutions) times 30 cubic inches, which equals 13,500 cubic inches. Similarly, a motor of 15 cubic inches capacity, running at 1,800 revolutions per minute, will use 900 times 15 cubic inches, which, again, equals 13,500 cubic inches.

I contend that the two motors should be rated equal, though I think the smaller motor will give more power where it is needed on steep grades, etc., owing to the more continuous application of power to the driving wheel. Then we get right back to horsepower—real horsepower—and why not rate the motors at their "real" horsepower?

To demonstrate my idea in another way: I rode a so-called "134 horsepower" motorcycle, and I could beat so-called 3 horsepower motorcycles doing anything. My motor was of the small, high speed type: the other motors were of the larger, slowergoing kind. I think my motor consumed more gas and gave more power than the 3 horsepower motors, and yet mine was listed at only 13/4 horsepower. This very apparently wrong horsepower rating would naturally cause one to favor some other method of rating which would establish more definitely in one's mind the relative efficiency of motors. But the cubic inch rating will not do it unless it is the cubic inches taken into a motor in a minute or other stated period of time.

It has been, or may be, computed how many cubic inches of gas are required to create a certain amount of horsepower, and knowing the amount of gas a motor consumes in a certain time to develop its maximum output of power, it is easy to determine its horsepower—or what it should be—and we would at least get a truer rating of the motor than we are accustomed to getting. I think this method of rating would bring us nearer to the most nearly perfect design of motorcycle motor. Track and road competitions would soon show which motor "delivered the most goods," per rated horsepower, and the rest would have to fall in line and improve the design of their motors or go out of business.

FRANK AUTY, New York City. [The assumption that piston displacement is likely to furnish an unsatisfactory basis of rating unless the speed of the motor is taken into account as an additional factor, is perfectly correct, if by "rating" an expression in any way equivalent to the term horsepower is meant. The fault lies in confusing too closely the two ideas. The purpose of the piston displacement method of rating is to get away from horsepower, not to come around to it by a newer, and perhaps longer road. Piston displacement, instead of being a measure of power, is a measure of capacity—the capacity of the motor to produce power, to the extent of placing it in a class with other motors which fire an equivalent volume of gas with every spark. Under these circumstances, it is a rating in the sense of classification by capacity rather than by actual output.

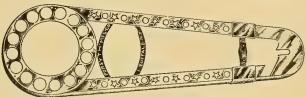
Any system of estimating power on the basis of displacement per minute-which is the substance of the method suggested above-brings in the troublesome element of engine revolutions. This factor, to be fair, must be taken at the value representing the utmost power output of the engine. To determine this, either the makers' word must be taken, or else a series of trials must be undertaken. Here, again, further complications are involved, since the ratio of gearing, the exact diameter of the rear tire, and the exact speed of the machine over a known distance, must be employed in reckoning the number of turns per minute made by the crank shaft. The alternative of applying a revolution counter to the crank shaft while the motor is running under load, of course requires a complete laboratory equipment. But even granted the possibility of obtaining a satisfactory value for the speed; the product of displacement and speed is at best only a relative approximation to the discarded horsepower.

Many attempts have been made to rectify the common errors in power rating by means of some simple formula. This very idea has been considered in connection with automobile practice, and the figure of 10,000 cubic inches per minute taken as an approximate equivalent to one horsepower. With the exception of the so-called "R. A. C. formula," which has been adopted in England for competitions, and in this country, by the Association of Licensed Automobile Manufacturers, as a method of commercial rating, none of them have been granted much favor. The formula in question takes

into account only the bore of the cylinder, and usually falls considerably above the horsepower claimed by the average motorcycle manufacturer. Largely because of the apparent hopelessness of the horsepower situation, it has been abandoned by the F. A. M., in arranging its competitions, and also by at least one manufacturer as well. The word "inches" conveys instant and infallable understanding to every one; "horsepower" conveys what may be termed an elastic and intangible something which is accepted largely on faith and because the average person has no real understanding of its meaning. With a given number of inches it is "up to" the manufacturer to obtain the best possible results. How he obtains it is really a matter of minor concern to the man in the street, however useful it may be to the other manufacturer who does not achieve similar or better results.]

The Lakerim Athletic Club of New York City, which numbers some of the best track and road riders among its members, has called off the home trainer meet it expected to hold early in April, because of lack of interest in this kind of competition. Instead the Lakerims intend to devote their energies toward a big road race which may be held some time during the summer, probably on July 4th, if a sanction can be secured for that date. The New York organization promises originality in the matter of prizes. One of the prizes that already has been offered is a suit of clothes.

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#### The Week's Patents.

880,578. Variable Speed Gearing. Montagu Saunders, London, England. Filed April 6, 1906. Serial No. 310,271.

1. In a variable speed gear the combination of a fixed axle and a hub shell rotating thereon, with a sprocket wheel, a first epicyclic train whereof one member rotates with said sprocket wheel, a second epicyclic train one member whereof rotates with the driven hub, an intermediate carrier carrying one member of each train, and means capable of being so operated as either to prevent relative movement of the members of both trains on the forward drive or to lock either sun-wheel to the fixed axle on the forward drive and simultaneously cause the train of which such locked sun-wheel forms part to become operative, while the parts of the other train remains locked against relative movement.

881,381. Bicycle Saddle Spring. Miller M. Deem, Reading, Pa., assignor of one-half to The Reading Saddle & Mfg. Company, Reading, Pa., a Corporation of Pennsylvania. Filed Nov. 1, 1907. Serial No. 400,275.

In a bicycle saddle spring, a truss spring formed with a central tongue at the forward end, said tongue being bent back on the body to form two loops, which loops extend to a point substantially in line with the forward end of the seat in combination with a plate secured to the seat by the pommel bolt and extending to a point near the center of the saddle and having an eye formed at its rear end in which the end of said tongue is pivotally secured.

881,471. Method of Manufacturing and Assembling Ball Bearings. Ernst G. Hoffmann, New Rochelle, N. Y. Filed June 13 1907. Serial No. 378,699.

1. The method of manufacturing a ball bearing which consists in forming uninterrupted integral inner and outer rings or race ways grooved respectively on the outer and inner circumferential faces to embrace the balls and prevent lateral displacement thereof when assembled, subjecting the body of the outer ring to an electric heating current while the working face thereof and the inner rings and the balls are maintained at a low temperature, moving the ring and balls relatively in the desired direction at the instant of maximum expansion to embrace or release the balls, and immediately cooling the outer ring to prevent the heating of its working face.

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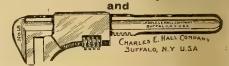
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